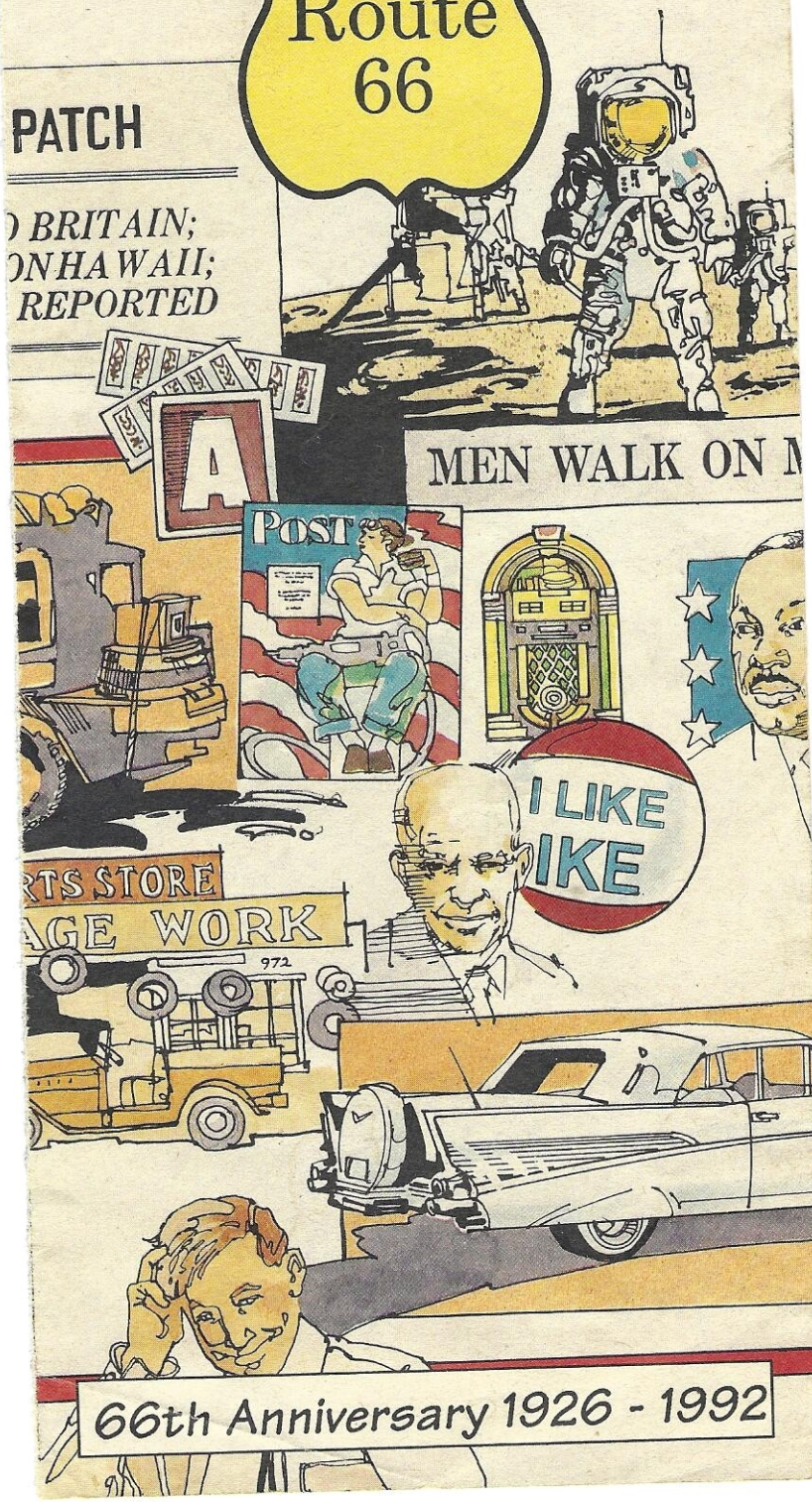
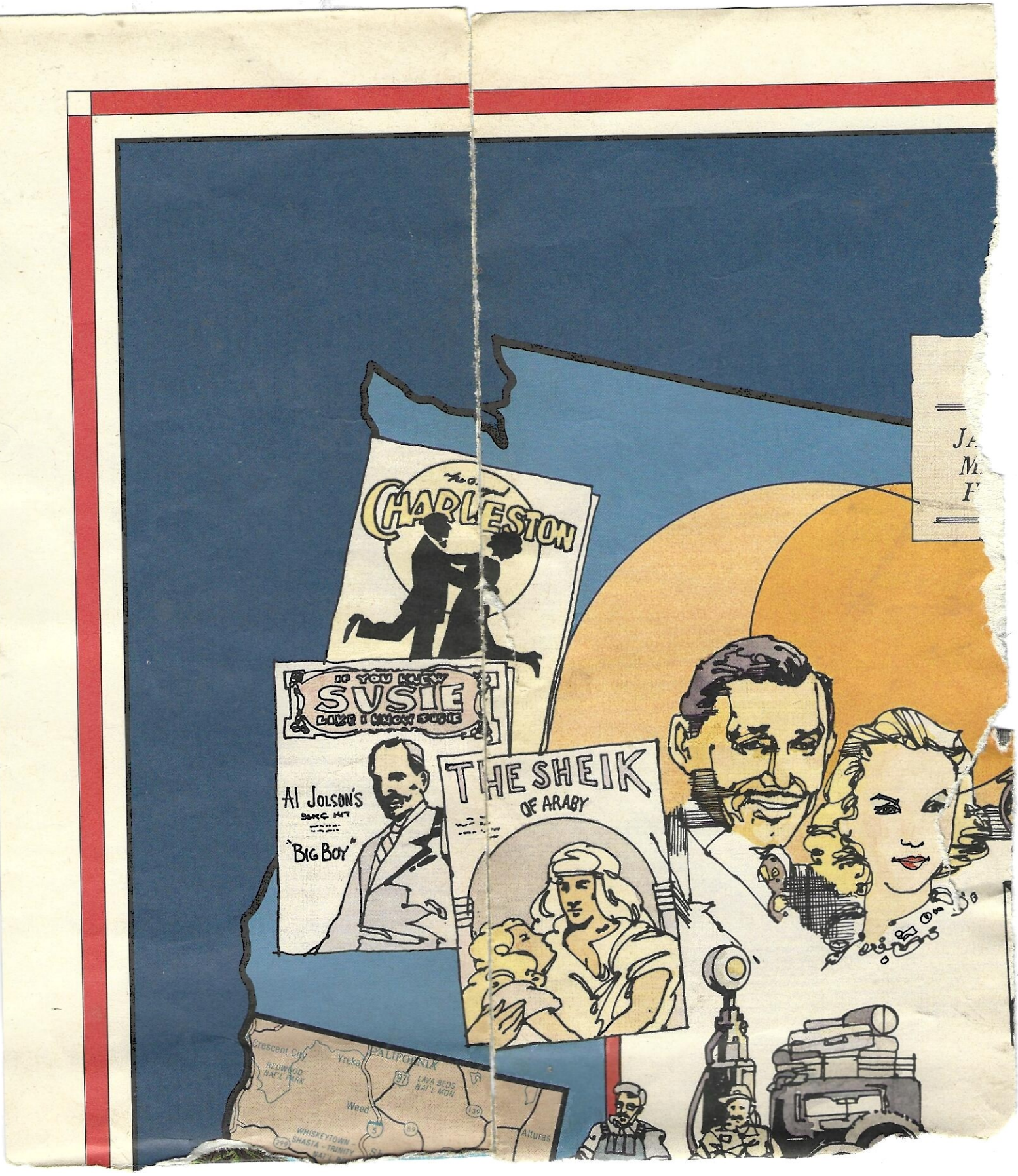
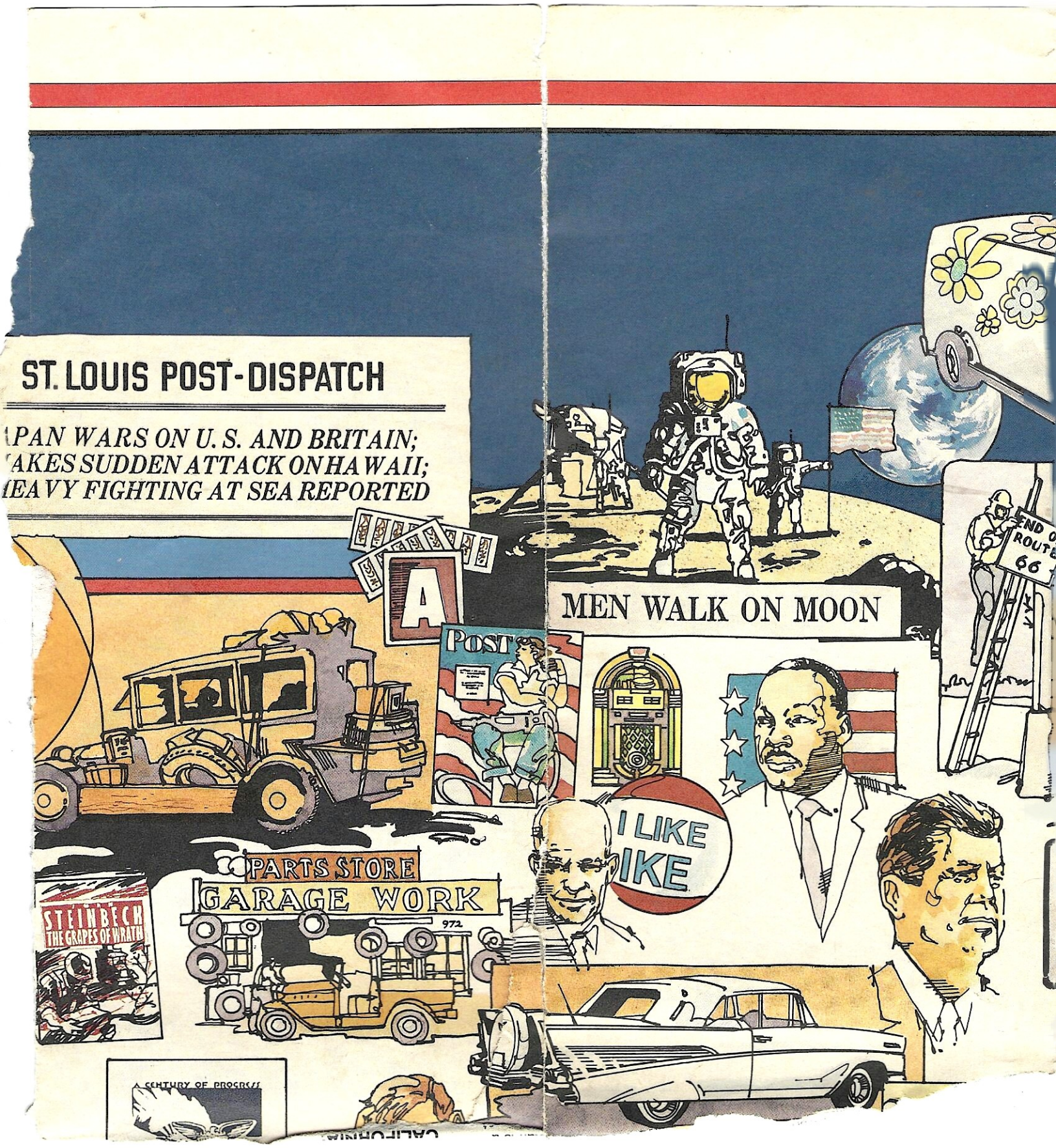
Rand McNally

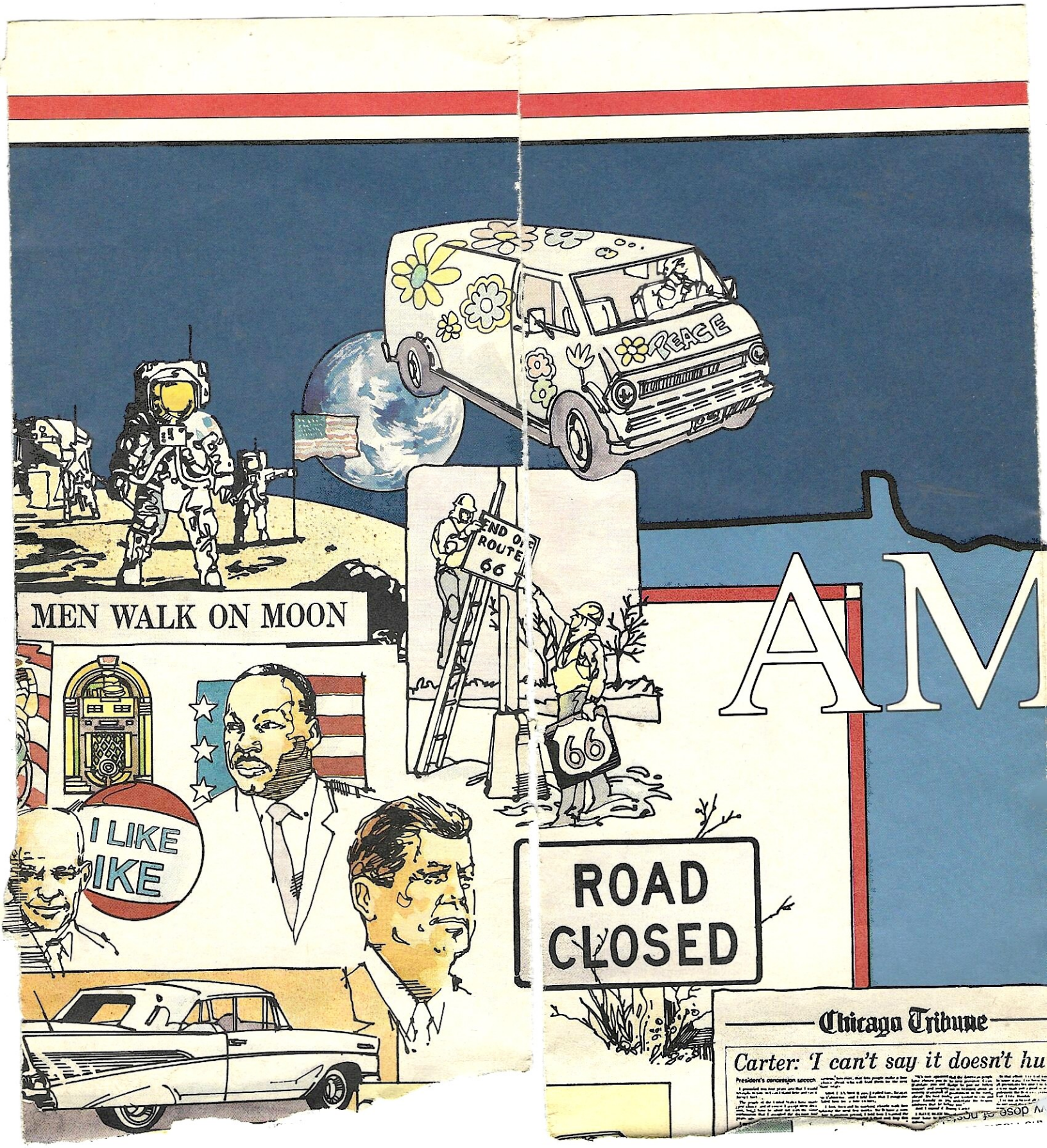
$3.95

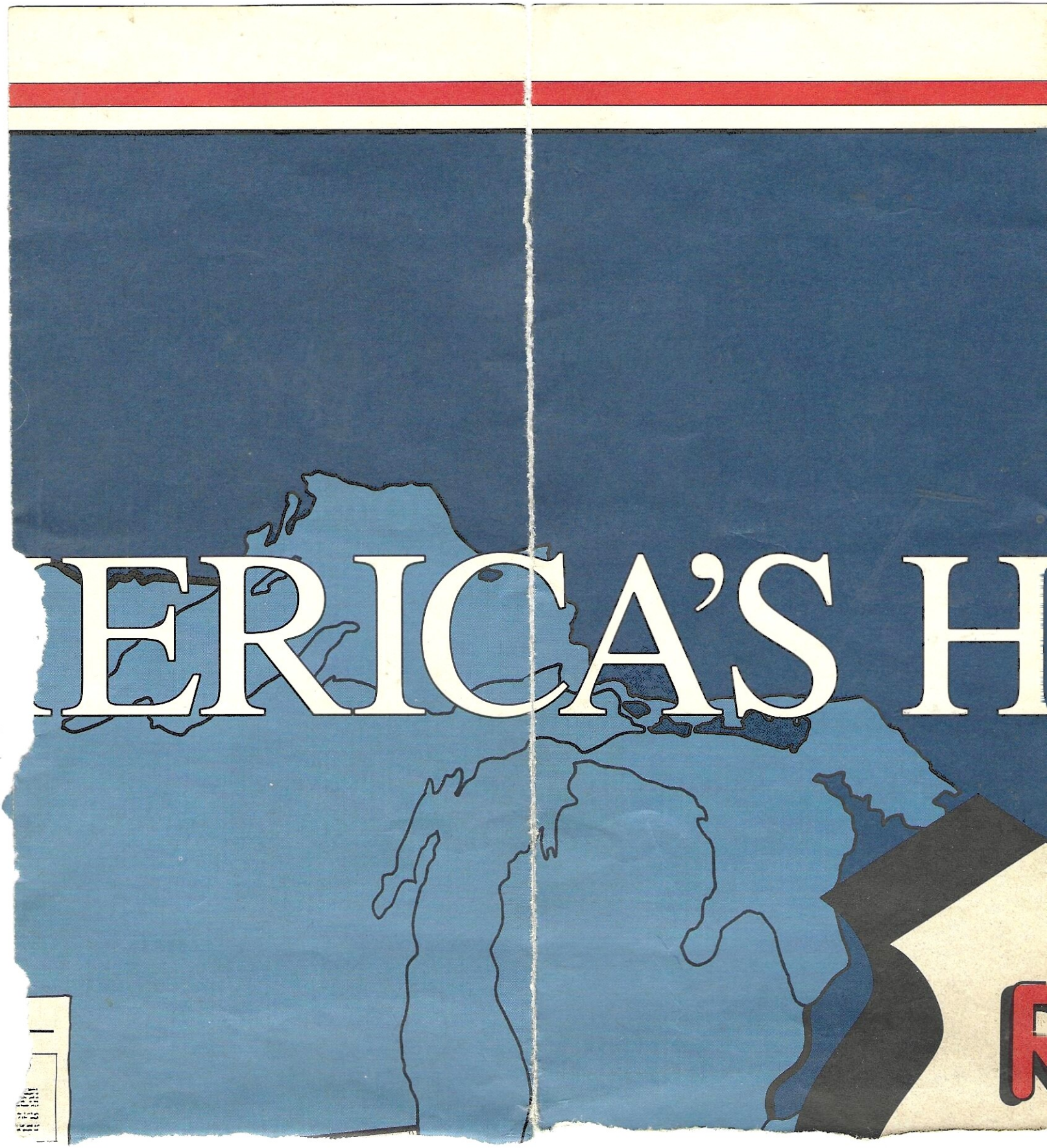
Route 66




CHARLESTON
DO YOU KNOW SUSIE
Al JOLSON'S
"BIG BOY"
THE SHEIK
OF ARABY
CALIFORNIA
Crescent City
Yreka
Weed
Alturas
REDWOOD NAT'L PARK
LAVA BEDS NAT'L MON
WHISKEYTOWN SHASTA - TRINITY
97
5
89
139


ST. LOUIS POST-DISPATCH
PAN WARS ON U. S. AND BRITAIN;
AKES SUDDEN ATTACK ON HAWAII;
EAVY FIGHTING AT SEA REPORTED
MEN WALK ON MOON
POST
I LIKE IKE
PARTS STORE
GARAGE WORK
STEINBECK
THE GRAPES OF WRATH
A CENTURY OF PROGRESS


PEACE
MEN WALK ON MOON
END OF ROUTE 66
66
I LIKE IKE
ROAD CLOSED
Chicago Tribune
Carter: 'I can't say it doesn't hu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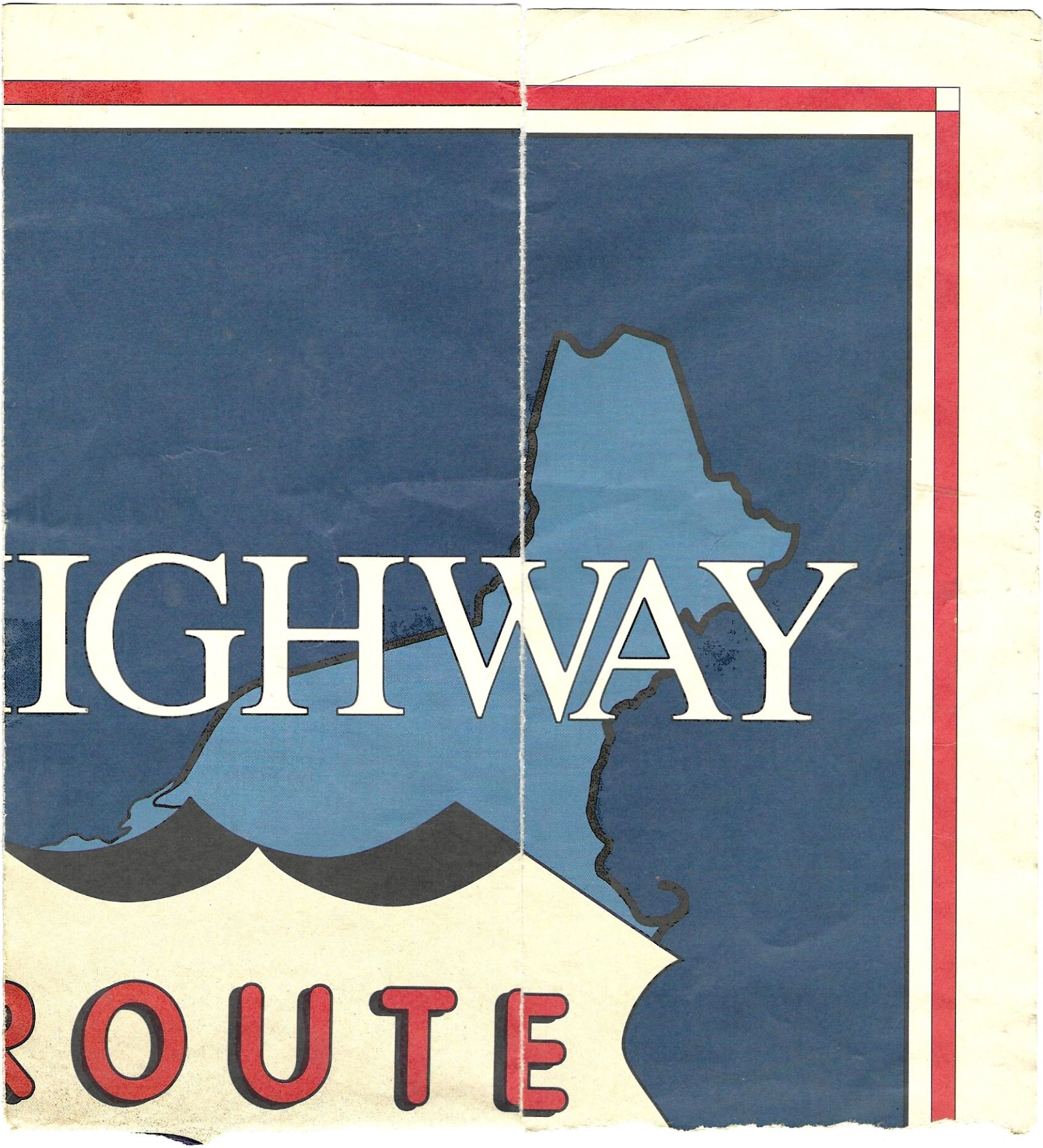
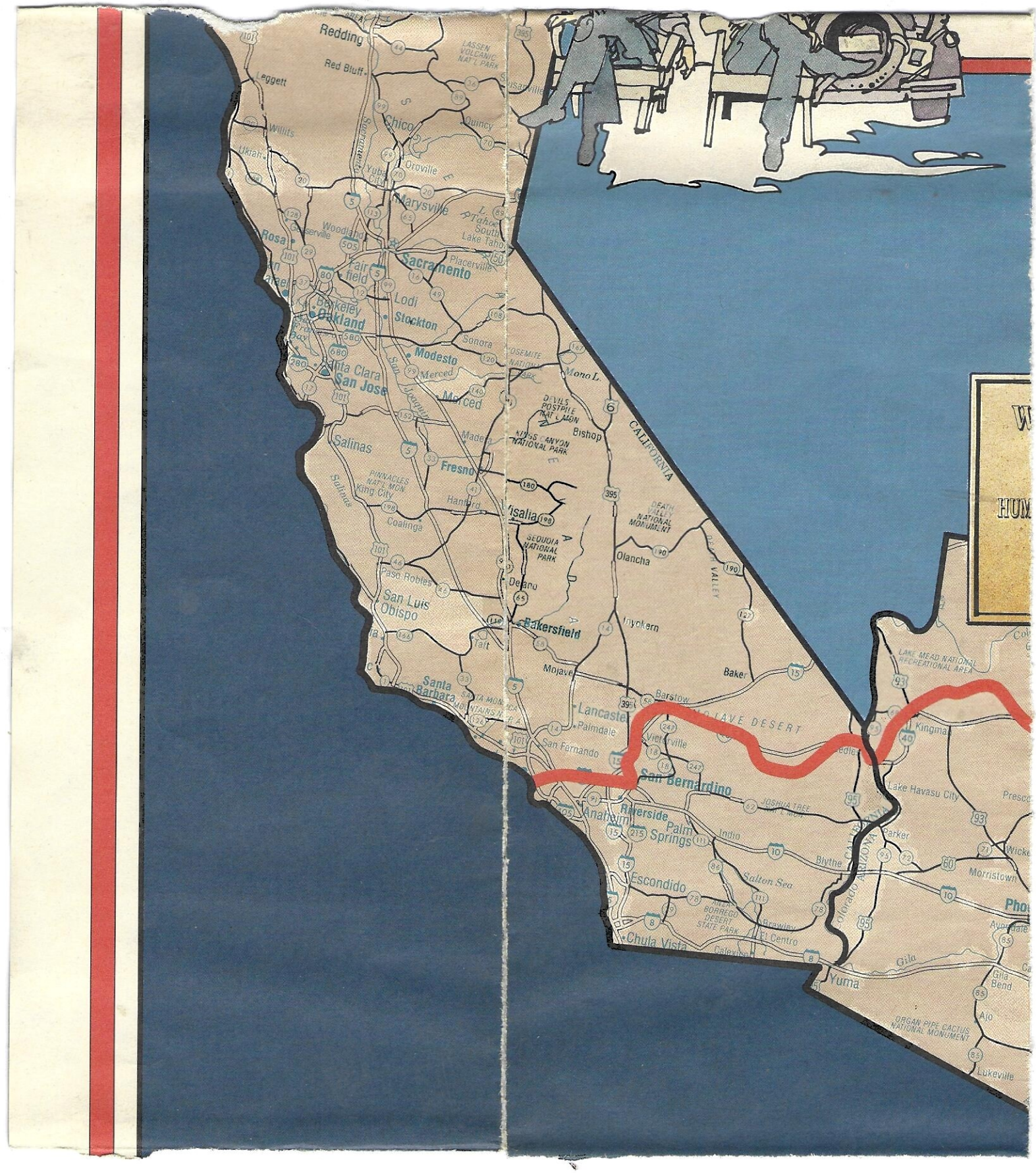
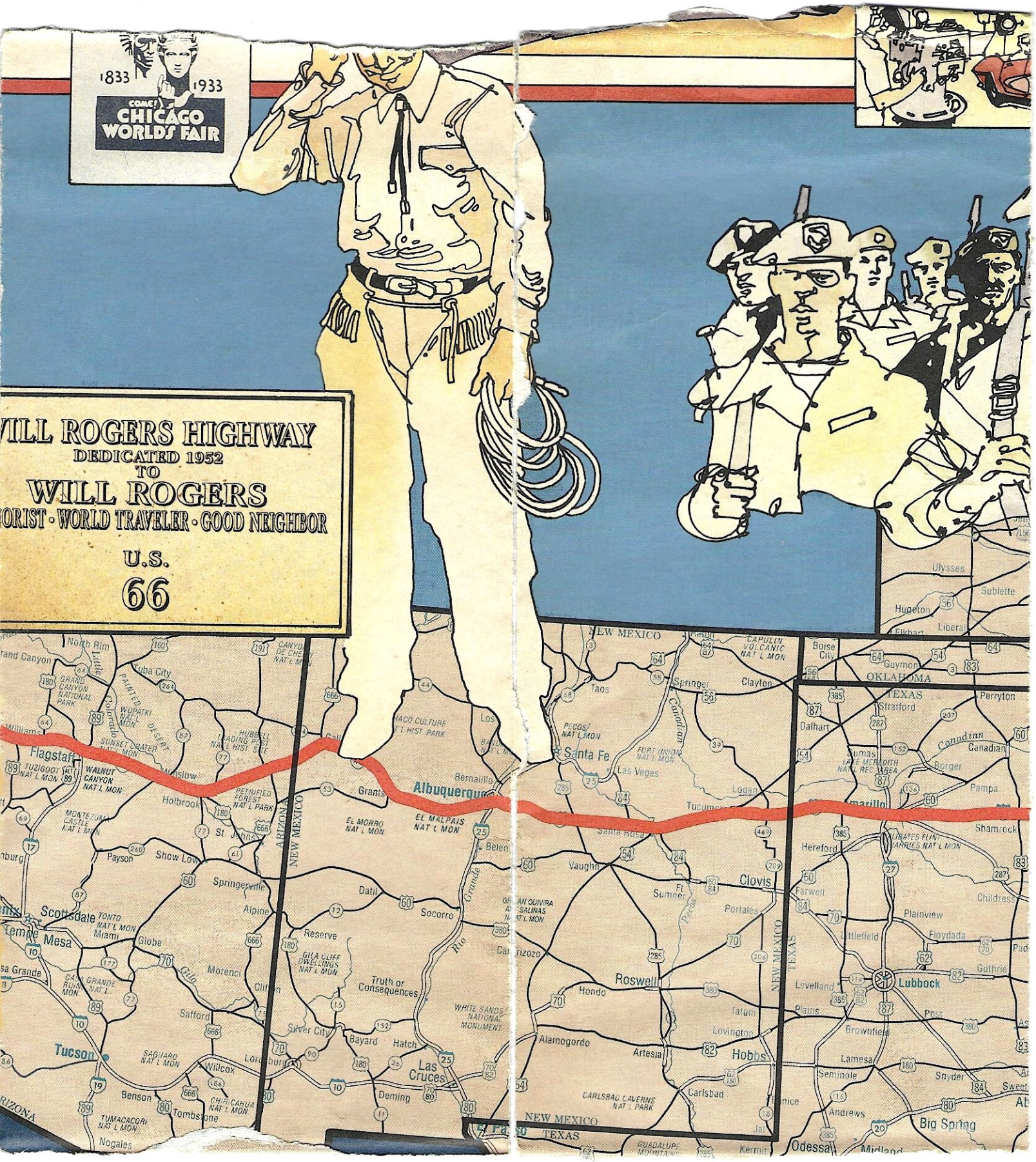

IGHWAY
ROUTE


Redding
Red Bluff
Chico
Oroville
Marysville
Sacramento
Lodi
Stockton
Modesto
Merced
San Jose
Salinas
Fresno
Hanford
Visalia
Bakersfield
Paso Robles
San Luis Obispo
Santa Barbara
Lancaster
Palmdale
San Fernando
Mojave
Barstow
Baker
Olancha
Inyokern
Bishop
Mono L.
San Bernardino
Riverside
Anaheim
Palm Springs
Indio
Escondito
Chula Vista
El Centro
Blythe
Salton Sea
Yuma
Lake Havasu City
Kingman
Parker
Morristown
Gila Bend
Ajo
Lukeville
CALIFORNIA
ARIZONA
COLORADO
DEATH VALLEY NATIONAL MONUMENT
SEQUOIA NATIONAL PARK
KINGS CANYON NATIONAL PARK
YOSEMITE NATIONAL PARK
LAKE MEAD NATIONAL RECREATIONAL AREA
ORGAN PIPE CACTUS NATIONAL MONUMENT
JOSHUA TREE NATIONAL PARK
MOJAVE DESERT
IMPERIAL VALLEY
HUM


1833 1933
CONG! CHICAGO WORLD'S FAIR
ILL ROGERS HIGHWAY
DEDICATED 1952
TO
WILL ROGERS
ORIST • WORLD TRAVELER • GOOD NEIGHBOR
U.S.
66
Flagstaff
Tucson
Albuquerque
Santa Fe
Roswell
Clovis
Lubbock
Amarillo
Las Cruces
Hobbs
Carlsbad
Odessa
Big Spring
NEW MEXICO
TEXAS
ARIZONA
OKLAHOMA

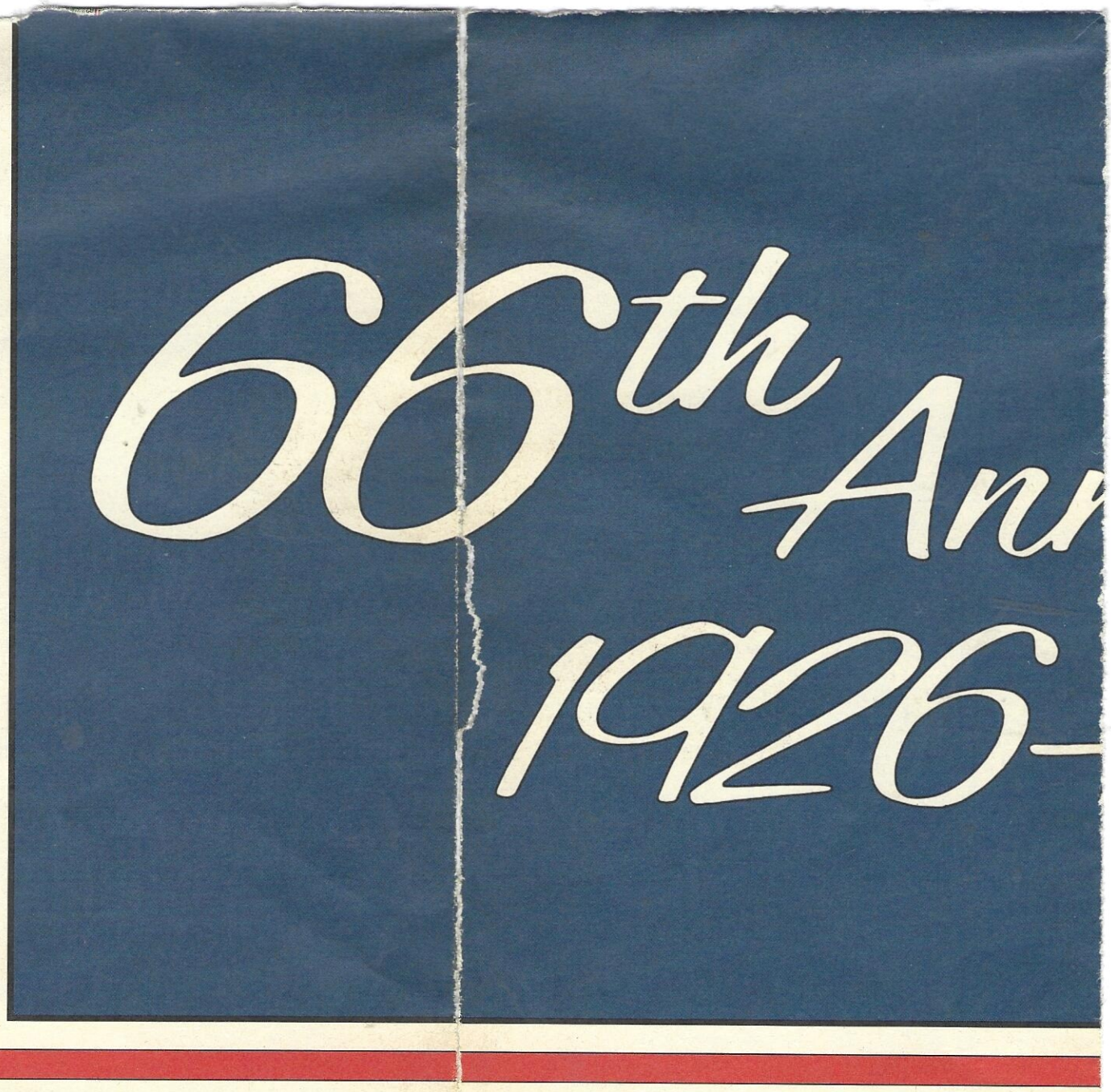
Reagan landslide!
ILLINOIS
Rockford
Freeport
DeKalb
Elgin
Joliet
Moline
Rock Island
Galesburg
Peoria
Bloomington
Champaign
Urbana
Decatur
Springfield
Quincy
Columbia
Jefferson City
St. Charles
Belleville
Cape Girardeau
Springfield
Poplar Bluff
MISSOURI
KANSAS
Topeka
Kansas City
Salina
Hutchinson
Wichita
Bartlesville
OKLAHOMA
Enid
Tulsa
Oklahoma City
Norman
Shawnee
Lawton
Duncan
Ada
Durant
Sherman
Denton
Fort Worth
Dallas
Irving
Arlington
Waurika
Wichita Falls
Paris
Texarkana
Tyler
Longview
Marshall
Kilgore
Stephenville
Cisco
Graham
Breckenridge
Seymour
Jacksboro
Gainesville
Hugo
Antlers
Sulphur Springs
McKinney
McAlester
Muskogee
Okmulgee
Midwest City
El Reno
Chickasha
Watonga
Clinton
Arnett
Perry
Ponca City
Alva
Buffalo
Medicine Lodge
Arkansas City
Winfield
Coffeyville
Independence
Pittsburg
Fort Scott
Nevada
Lamar
Butler
Emporia
Garnett
Ottawa
Lawrence
Leavenworth
Manhattan
Junction City
Osborne
Concordia
Belleville
Marysville
St. Joseph
Atchison
Liberty
Cameron
Princeton
Kirksville
Chillicothe
Monroe City
Hannibal
Moberly
Mexico
Fulton
Sedalia
Lake of the Ozarks
Osage Beach
Rolla
Lebanon
Buffalo
Houston
Willow Springs
West Plains
Branson
Fredericktown
Festus
Ste. Genevieve
Chester
Sikeston
Harrisburg
Effingham
Mattoon
Flora
Mount Vernon
Vandalia
Beardstown
Pekin
Peru
Ottawa
Kewanee
Monmouth
Macomb
Rushville
Jacksonville
Lincoln
Pontiac
Kankakee
Aurora
Sterling
Dixon
Galena
Tuttle Creek Lake
Grand River
Missouri River
Arkansas River
Red River
Lake Texoma
Eufaula Lake
Cedar Creek Lake
Bull Shoals
Table Rock
Lake Shelbyville
Lincoln Home Nat'l Hist Site
Pea Ridge Nat'l Mil Park
Washington Carver Nat'l Mon
Chickasaw Nat'l Rec Area
Ozark Plateau

ROUTE 66
by Laura Be

Route 66 is as
highway — from
everyman's roa
Southern Califo
that spawned
meandering mil
quintessential
trips. Indeed, F
its mileage, its
both silver and
radios coast to
Steinbeck dubb
Grapes of Wrat
Route 66 from
to the bitter fru
Jack Kerouac
Commissio

— THE LEGEND LIVES
ergheim

much a cultural icon as it is an historic
n Chicago to Los Angeles, it was the
ıd that connected Middle America with
rnia, the strip of concrete and asphalt
liners, motels, and road food. Its 2,448
es became the inspiration of the
ruising car-culture of cross-country road
oute 66's fame has extended far beyond
mystique leading to stardom on screens
small, its theme song blaring from car
coast. "The Mother Road," as John
ed it, even has a literary legacy. In *The*
h, Steinbeck's Joad family traveled
the barren dust bowl of 1930s Oklahoma
it bowl of Southern California. And when
vas *On the Road,* he was often on Route
ed in 1926 (and thoroughly driveable by
America's car



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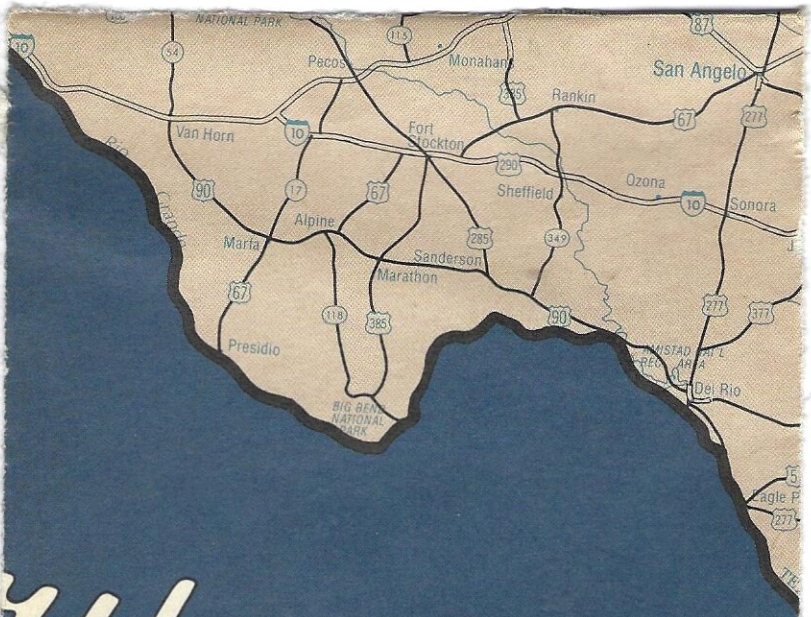
iversary

1992



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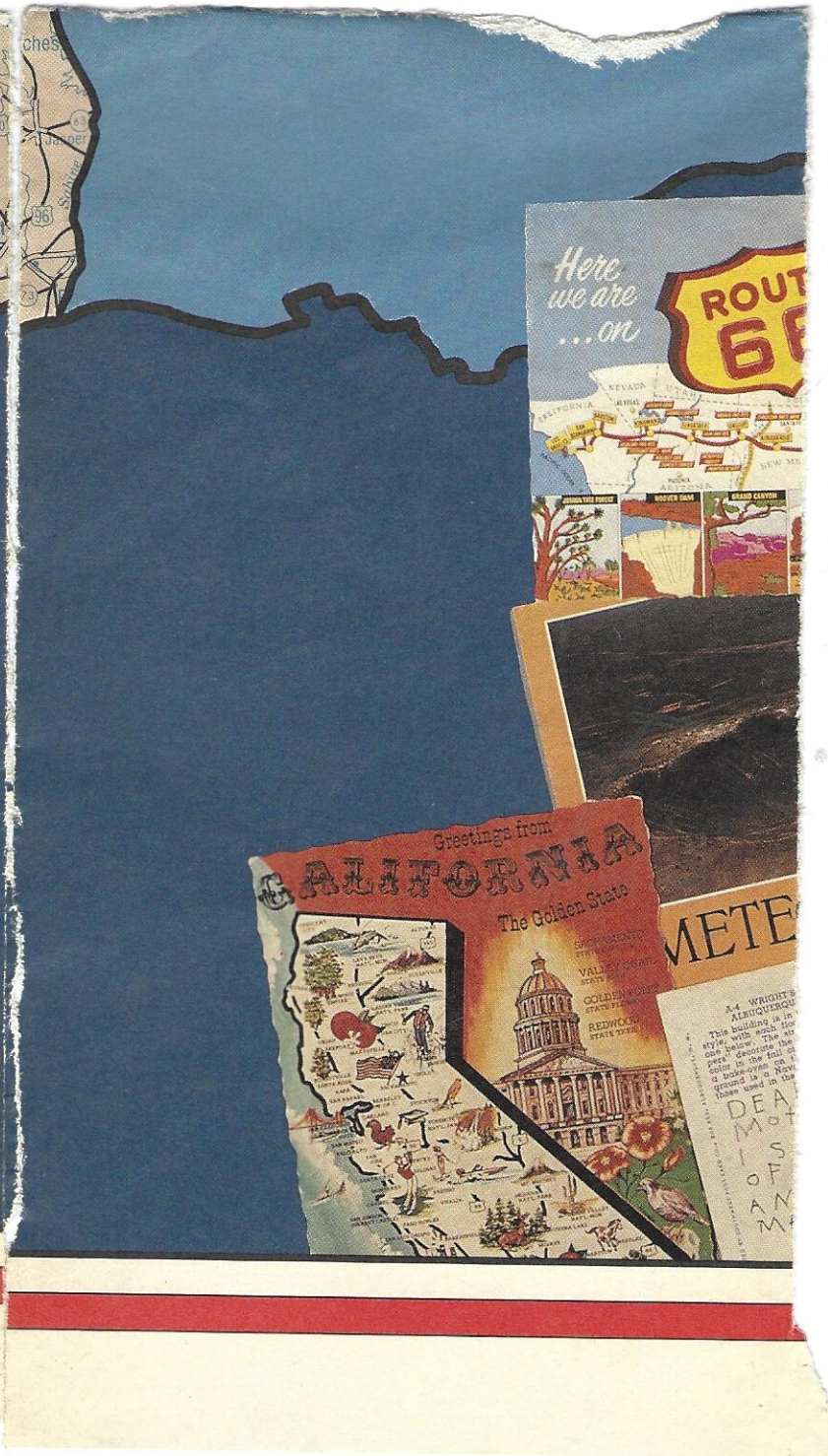

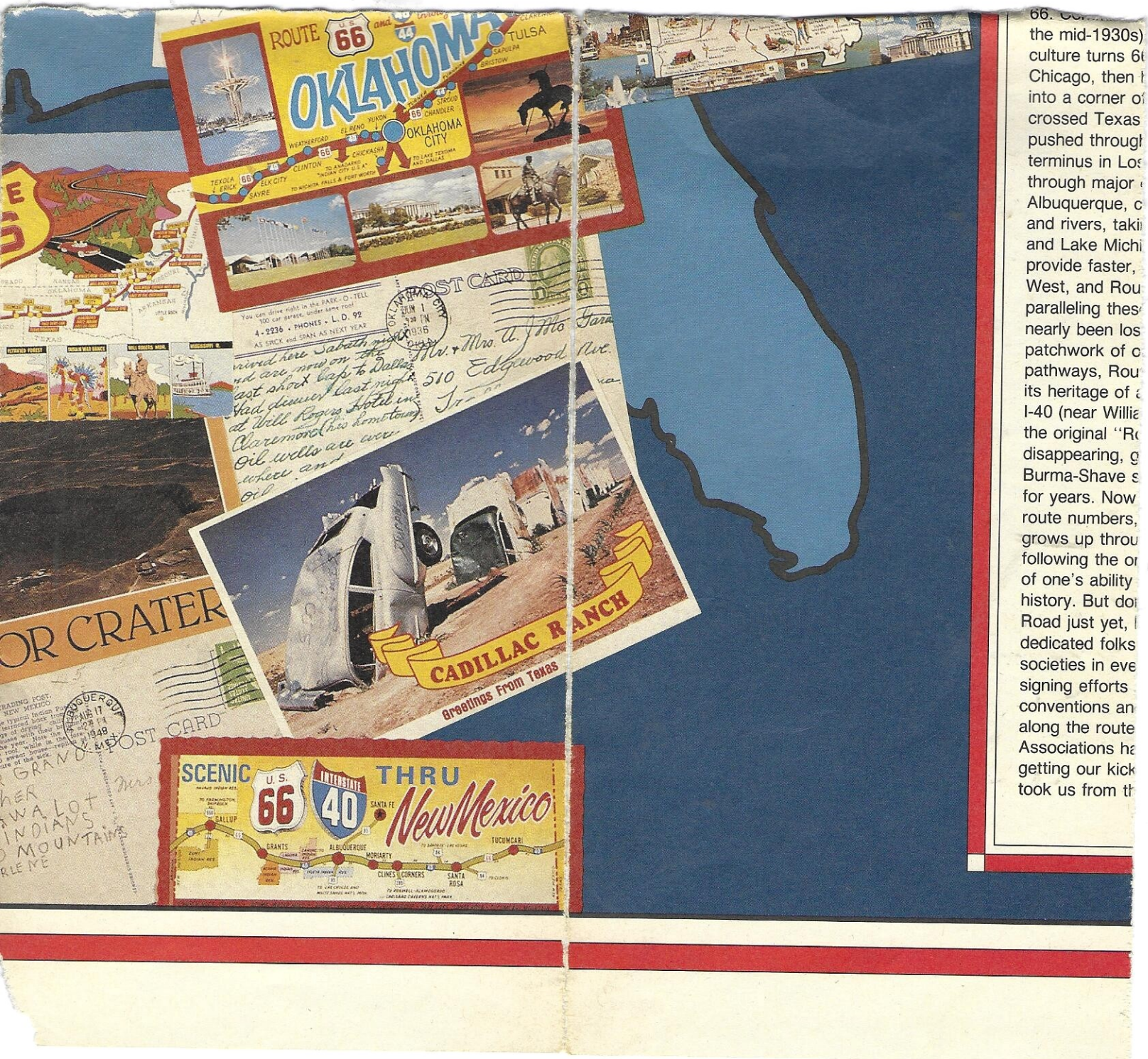

66. C…
the mid-1930s)
culture turns 6
Chicago, then
into a corner o
crossed Texas
pushed through
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through major
Albuquerque, c
and rivers, taki
and Lake Michi
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West, and Rou
paralleling thes
nearly been los
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pathways, Rou
its heritage of
I-40 (near Willia
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disappearing, g
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for years. Now
route numbers,
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history. But do
Road just yet,
dedicated folks
societies in eve
signing efforts
conventions an
along the route
Associations ha
getting our kick
took us from t

, the road that sparked Ameri
6 years old in 1992. It commenced in
neaded southwest through Missouri, bit
Kansas, passed through Oklahoma,
and New Mexico into Arizona, then
n to its final leg in California to its
s Angeles. Along the way, it passed
cities like St. Louis, Tulsa and
rossing deserts and mountains, valleys
ng its travelers between the Pacific Coast
gan. Today, five major interstates
cleaner and more sterile access to the
te 66 — often supplanted by, or
e high-speed thoroughfares — has very
t to time. Originally pasted together as a
ld wagon trails and native American
te 66 now seems to be fading back into
ancient tracks. When the last section of
ms, Arizona), was completed in 1984,
oute 66" signs were already
oing the way of the once-prolific
signs that had also dotted the roadside
what remains of 66 often bears different
or goes by back-road names. Grass
gh the road bed in places, and just
nce-classic highway soon becomes a test
to read a map and feel the way through
n't mourn for the loss of The Mother
because for the past few years,
have formed historic preservation
ry state traversed by the old road. Re-
are under way. Road rallies and
d 66th birthday parties are planned all
. and before long, if the state Route 66
ave anything to say about it, we'll all be
s on the same old, wonderful road that
e Windy City to Tinsel Town.

Illustration by Jim Conahan

66 Things to see and do on Route 66

by Laura Bergheim

ILLINOIS

The mother state of the Mother Road has retained very little of its original Route 66 signage, although the Illinois Route 66 Association, one of the country's most active, is working to re-sign the state and remind America of the road's heritage.

Route 66 officially begins in Chicago. The original downtown street that, until 1933, turned into Route 66, was Jackson Boulevard (at Michigan Avenue). Today, the best way to re-create the launch of the journey is to start at Adams Street. I-55 parallels much of old 66 through Illinois.

To See:

Chicago: Driving out of town on Adams Street, you will pass near two social landmarks – Hull House (on Halsted Street), the legendary settlement house founded by social reformer Jane Addams and her followers; and the site of the Haymarket bombing, a turn-of-the-century disaster that occurred during fair labor protests, killing workers and police.

Cicero: Just outside of Chicago, this little town was once the suburban gangland getaway, where many of the city's toughest mobsters spent their off-hours (they even had secret tunnels, some of which still exist, to allow for discrete access to the local gin joints and crap games).

Dwight: Two early landmarks of Route 66 -- the Marathon Oil Station and the Carefree Motel -- both built in the first real heyday of the Mother Road (the 1930s) are still here.

Jeff and Laura Meyer

site

houses a new landmark: the Route 66 Hall of Fame, featuring memorabilia and memories galore.

Broadwell: Opened in 1937, the Pig Hip restaurant is a true Route 66 food joint classic.

Springfield: The Lincoln Capital of the World, Springfield and its surrounding area are a mecca for fans of the Great Emancipator. In Lincoln Tomb Historic Site, the slain President is buried along with his wife and three of his sons. Also in Springfield is the only home he ever owned, and the Old Court House, where Lincoln practiced law and delivered his famous "House Divided" call for unity. Both are restored and open as historic museums.

Mitchell: Near Hamel, switch to IL 157. Past Edwardsville, just before I-270 is Chain of Rocks Road. Follow Chain of Rocks Road to just beyond Mitchell, where it meets IL 203. Cross the interstate and go a bit farther to the end of the road. Here you can see the famous Chain of Rocks Bridge, an amazing engineering feat that actually curves in the middle. It even had a starring role in the film *Escape from New York.*

MISSOURI:

Ask someone in Missouri to show you Route 66, and they'll gladly point you in the right direction. Proud of its road culture and 66 heritage, it too has an active and helpful Route 66 Association. Interstate 44 now traces along a path nearby old Route 66, which, as in Illinois, has disappeared back into a myriad of different route numbers and road names.

To See:

St. Louis: You can bypass the city on I-270: portions of Route 66 lie beneath this route. If you have the time why not drop into town to wander the wonders of the St. Louis Zoo and ride the tram to the top of the Gateway Arch (an added bonus at the Arch: The terrific walk-through exhibit on Lewis and Clark's exploration of the West). The Route 66 Park-In Theater is a genuine old drive-in on the old route through the city. A pair of Route 66 classics are located on the old stretch of Route 66 which follows Watson Road. Enjoy a cone at Ted Drewes Soft Custard Stand, a sweet roadside mecca for decades; then check out the famous Coral Court Motel, a glass-block Art Deco masterpiece of roadside architecture that is listed on the National Register of Historic Places.

Kirkwood: A train-whistle's blow away from old Route 66 is The National Museum of Transport (on Barrett Station Road), a terrific train collection with artifacts dating from the late 19th Century to the mid-20th Century.

Pacific: On Business Route I-44, another historic Route 66 hotel, the 1934 Red Cedar Inn, has recently been restored and re-opened to weary travelers.

Villa Ridge: At the junction of U.S. 50 and I-44, a famed (and enormous) baseball-field shaped restaurant, The Diamonds, once a landmark for Route 66 drivers, is still in use as a truck stop.

Stanton: Here it is, folks, perhaps Route 66's most famous roadside attraction, advertised for many miles ahead on billboards and barn sides:

Old 66 Cafe, C

Rolla: Route 6
especially at th
University of M
collection of old
manuscripts.

Steel-truss bri
Devil's Elbow

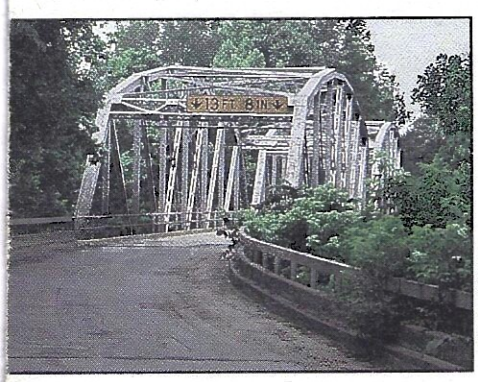
Arlington: An
highway's mos
section of the
One of the ste
here, built in 1

Springfield: A
Central Square
shoot-out here
gunslinging ga

Jeff and Laura Meyer

uba, Mo.

is alive and kicking here, as is its history – e Western Historical Manuscript Collection at the issouri, Rolla, which features an extensive Route 66 journals and other related



Charles W. Mohr

dge across Piney Branch River at , Mo.

old loop of Route 66 takes drivers on one of the t scenic adventures through the Devils Elbow oad that winds alongside the Piney Branch River. el-truss bridges for which the highway is famed is 923 and still a photographer's delight.

town with a wild west reputation, Springfield's features markers that memorialize a famous between Wild Bill Hickock and a fellow mbler (Hickock killed his opponent, but was found elf-defens

Riverton: The Spring River a good two decades at that. serves up an unbeatable sm trippers. And beyond Rivert Rainbow Bridge, one of seve on Route 66 in Kansas that

Baxter Springs: A local hist labor battles in the area and brush with history, dine at M previously a bank made fam robbed the bank of $2,900 in 1876.

OKLAHOMA:
Legend has it that gangsters from Ma Barker to Bonnie and Clyde regularly plied the pavement of Oklahoma Route 66, and their ghosts may indeed still free-wheel it through the rolling hills of this state's section of the Mother Road. The highway through Oklahoma zigs and zags its way southwest; today, I-44 and I-40 cover the same territory, with smoother curves but less character.

To See:

Quapaw: Try your hand at ghost busting here, for one of the most famous phenomena of American folklore – th along the bluff of Devil's River). No one can truly of light really is, althoug UFOs to magnetic field sic headlight of a long-gone ge of the river with nowhere to

Foyil: On OK 66, the origina still be found on the patch of town, don't miss the od Pole Park, a collection of Cadillac Ranch for its auth

Claremore: The Will Rogers down-home raconteur who of the home he planned to unexpectedly in a plane cra inspiration of the state's fa memorialized at Claremor penned *Green Grow the* Broadway musical *Oklaho* is on display at the Lynn home to the Davis Gun M

Tulsa: Oklahoma's oil bo among them the Philbroo Museum (featuring histori especially those relating to wanting to keep their kicks

n predates even Route 66 – and by Built in 1905, the riverside inn orgasbord spread for hungry road n, on the way to Baxter Springs, is eral 1920s arched concrete bridges have survived the ravages of time.

ory museum here tells tales of the along Route 66. For an even closer urphey's Restaurant, which was ous by its victimization: Jesse James

Charles W. Mohr

Totems made of concrete at Galloway's Totem Pole Park near Foyil, Ok.

spooklight – has been seen dancing Promenade (overlooking the Spring say what the mesmerizing energetic ball theories have ranged from renegade e-effects. Or maybe it's the ghostly away car, caught forever at the edge go but down...

pale pink concrete of Route 66 can f road through this little town. East and wonderful Galloway's Totem adside statuary that rivals Texas's ntic off-beat spirit.

Memorial honors the memory of the s buried in a garden here, at the site uild before his life ended sh. Another local legend (and the rite song), Lynn Riggs, is also ggs was the playwright who , the melodrama that became the An original manuscript of her play s Memorial. Claremore is also m, one of the nation's largest.

ty has a plethora of great sites, seum of Art and the Gilcrease d cultural artifacts and artworks, e American West). For those strictly Route 66, two funky and fun d the Route 66 Diner – are relatively

the approximate route along I-44. Two a are the National Cowboy Hall of Fame, a Restaurant, where you can chow down star in their own hall of fame. The restau secret roadhouse called the Kentuckian, Pretty Boy Floyd gathered to unwind aft

El Reno: Following Business I-40 to tow another Hollywood landmark along Rout a few scenes from the Academy Award- were filmed. Room 117 has even mainta decorations from the film, and visitors ca continuing on their cruise.

Clinton: If you want to know anything ab bite and some conversation at Pop Hick 66 landmark since 1936. While you're in would be a shame to miss a world-class Jiggs Smokehouse west of town.

TEXAS

Cutting across the Texas Panhandle in t section of Route 66, the highway opens western expanses that characterized the the way to California. I-40 traces Route into New Mexico, with several worthwhil

To See:

Shamrock: A classic Art Deco service s in 1936, it's still a nearly postcard-perfec when self-serve meant playing tennis so. U Drop Inn, a good coffee joint with a ci

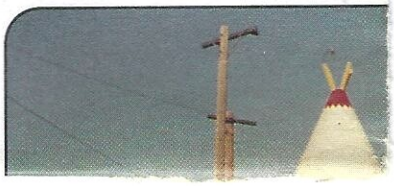
Amarillo: This beefy city is home to a fa at the Western Stockyard (it happens on Tuesdays, and is open to the public). Pe prominent spot is the great Route 66 be Texan Steak Ranch, where the manage swallow a 72-ounce steak. The Big Tex can practically see him from Oklahoma!) as the state is long, he looms over Ama Bunyan. Just south of Amarillo, watch f known around the world: Stanley Marsh classic caddies are half-buried and whol

NEW MEXICO:

Busting into the open brilliance of New Panhandle, Route 66 takes a cross-stat spiritual center of the American West, c and tracing its way into the mesa-dotte itself follows a jagged path across the s smoothing out the rough (and sometime links of Route 66.

To See:

Tucumcari: Motel-o-rama, this New Me still does a brisk business) in cheap roo travelers. For many years, this town wa between Texas and Arizona, a motel-ric plain accommodations galore – tourist c with names like the Tee-Pee and the Bl night sky with their neon signs.



ttractions worth a visit
nd nearby County Line
on the ribs that could
rant itself was once a
where gangsters like
er a hard day.

n, the Big 8 Motel is
e 66, for it was here that
winning film *Rain Man*
ined its original
n stay there before

out Clinton, stop for a
s Restaurant, a Route
the neighborhood it
barbecue sandwich at

he second-shortest state
out into the vast
landscape the rest of
66 through Texas and
e stops along the way.

tation awaits here – built
t throwback to the days
o. And grab a bite at the
assic roadside name.

st-paced cattle auction
Mondays and
rhaps Amarillo's most
ef-eater feastery, the Big
ment dares visitors to
an is hard to miss (you
-- a neon cowboy as big
rillo like a stockyard Paul
or a roadside wonder
's Cadillac Ranch, where
y remarkable.

Mexico from the Texas
e joyride through the
ossing the Great Divide
landscape. The highway
tate; I-40 runs alongside,
s, altogether missing)

kico town thrived (and
ns for road-weary
s the place to stay
h town with exotic and
ourts and motor lodges
ue Swallow still fill the

Santa Fe: Pick up U.S. 84 at Santa Rosa and continu
historic city on an even older and perhaps wiser route
Santa Fe Trail. Once in town, spend a little time seein
the world-class, unique museums (two notables: The
International Folk Art and the Wheelwright Museum o
American Indian) and then stroll through the Plaza an
bite at one of the many Mexican restaurants here.

Albuquerque: Follow I-25, then pick up NM 313, the
at Bernalilo, and on into Albuquerque. Another of the
new Route 66 Diners has opened up along the way i
city -- and, like those in Arizona and Oklahoma, this
authentic as a reproduction can get. And as for resto
miss the lovingly rejuvenated KiMo Theater. If you w
venture further from the old route, the city also has f
museums and galleries, as well as the renowned Rio
and the Rio Grande Nature Center.

Los Lunas: Continue south on the old route to NM 6
west to cruise past some exceptional natural scenery
miniature volcanoes.

Gallup: Route 66 is well-preserved (and even marked
and through this time-capsule of a town. It is so perf
preserved as a mid-century downtown that Hollywoo
a number of movies in and around its quaint streets.
stunning, restored El Rancho Hotel (a favorite locatio
of movie stars) is a blast from the past for Route 66

ARIZONA:

If Illinois is the mother of the Mother Road, then Ariz
the highway's godmother, for this state has consiste
the forefront of preservation and restoration efforts.
much of Arizona's Route 66 is quite driveable and w
rocky but exciting drive across the state's northern
the simplicity of sticking to most of this road makes
just how tortuous has been the path so far on the ro
unsigned segments. Yet even in Arizona, especially i
parts of the highway are overgrown, crumbling, or si
(especially the northern route between Chambers an
so sticking to I-40 (which traces the route, bobbing u
its path) through this northeastern section is a good
the route gets back on its feet again.

To See:

Petrified Forest National Park: Just south of the sti
section of Route 66 near Navajo (it's best to be drivi
this point), one of the wonders of Arizona can be fou
centuries-old trees have turned to fossilized stone in
formations. A museum of petrified wood stands near
entrance at Holbrook.

Painted Desert: Just north of Route 66 (in this cas
I-40) is the Painted Desert, so-named for the sunse
hues of the sand and rocks that illuminate the land

Holbrook: This is where old Route 66 starts becor
again in Arizona. The town also boasts a true time
road tripping, an actual Wigwam Village, one of tw
tee-pee village motels on the route (San Bernardino,
recently renovated a twin). This is also prime trading
territory (the "Jackrabbit" of billboard fame is here),
mass-produced kachina dolls and other souvenirs, ta
otherwise, that you could ever hope to find.

Meteor Crater: Just south of I-40, follow signs for th
phenomenon the creation of which must have shake
pretty badly when a giant meteor crashed into the ea
20,000 B.C. A nearby museum offers insights into th
geoastrology behind this huge, otherworldly pit.

Flagstaff: Heading into Flagstaff, you can jump off t
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Museum of
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gstaff is a

unbeatable way to experience the fun of rail travel and the glories of the great gorge while still sticking close to Route 66.

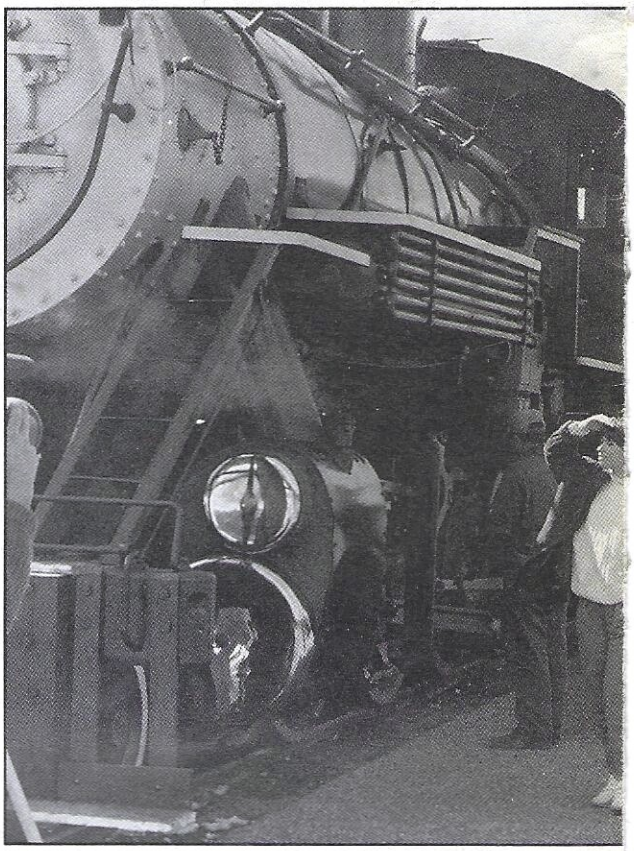
Seligman: Hometown to Arizona's Historic Route 66 Association, this town is the gateway to the best preserved section of Route 66 in the state, and you can pick up information and a driving guide to the 160-mile stretch of AZ 66.

Peach Springs: Before you reach the town, follow signs to a good old tourist attraction, the Grand Canyon Caverns. You can't miss the dinosaur out front. It's especially pleasant here in the hottest months, when a little trip underground is a cool way to take a break from road tripping.

Kingman: Yet another town falling back in love with its Route 66 heritage, Kingman is now home to the Route 66 Distillery (attached to a Quality Inn), a fun and funky (if new) dining tribute to the Mother Road.

Oatman Road: Out of McConnico, take this road to stay on the true, old Route 66 – but the drive is a white-knuckle, canyon-curved route through the Mojave Desert and up and down the Black Mountains a spectacular cruise, but not for the weak-kneed or those low on horsepower. Travelers may want to think about rejoining I-40 for the drive into California.

Oatman: On the other side of the desert and mountain drive, this town is the first real sign of civilization, other than a few watering holes along the way. The star attraction here is the Oatman Hotel, a historic adobe inn where Clark Gable and Carole Lombard snuggled down for their honeymoon. Oatman is also famous for its friendly wild burros, who will nibble from the fingers of any willing tourist with a bit of food to offer. Follow AZ 95 to Needles.



The author examines an antique steam engine at the Grand Can

CALIFORNIA:

To See:

Needles: The border town after crossing into California and driving north along the Colorado River, Needles is as good a place as any for Route 66 lovers -- it even has a Route 66 Motel. This is the "last stop" before heading back into the desert and through the mountains, so tank up while you can.

National Old Trails: This section of old Route 66, which takes off from I-40 near Fenner, was originally part of an older pioneer trail road that has been designated as a historic route; it is part of the network of early trails that was cobbled together to form Route 66.

Mojave Desert: (near Chambless): This area became General George Patton's desert training center where he prepared American troops for battle in North Africa against "Desert Fox" Nazi General Rommel.

Bagdad: Film buffs will recognize this sleepy desert oasis of a rest-stop as the setting for the movie *Bagdad Cafe,* which became a short-lived television show.

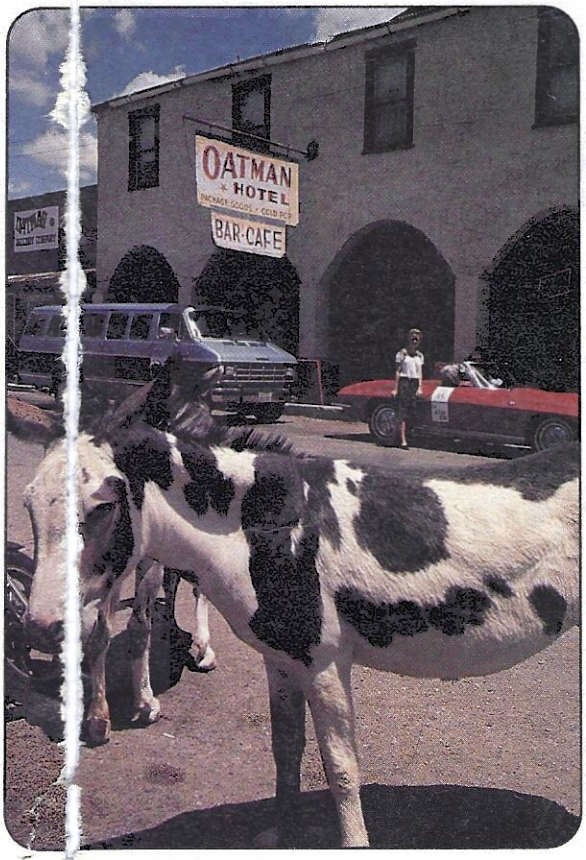
Barstow: Route 66 runs smack-dab through the downtown of the first major town since Needles. This is the end of the line for route 66's Interstate shadow I-40, although I-15 picks up the slack to parallel 66 on toward the Pacific.

Victorville: The Roy Rogers Museum is a must-see for Happy Trails aficionados -- costumes and memorabilia relating to the life and work of Roy Rogers and his lovely wife, Dale Evans, can be found here.

San Bernardino: Although a number of Route 66 architectural wonders are gone, this town still boasts a lovingly restored 1928

yon Railway, Williams, Ariz.

California Theater Hollywood stars



Paula Jansen

Burros now roam the streets in front of the Gable/Lombard honeymoon hotel in Oatman, Calif.

Upland: A monument to pioneer women, The Madonna of the Trails, designates the official end of the National Old Trails segment of Route 66, at Euclid Avenue. For those with a taste for higher-tech pioneers, the nearby Planes of Fame museum at the Chino Airport features famous airplanes and tributes to great flyers. Join I-210 at Glendora.

Monrovia: The famous 1926 Aztec Motel looms over this L.A. suburb, and the nearby Los Angeles Arboretum (formerly the Lucky Baldwin estate) offers lovely buildings filled with hundreds of varieties of flowers and plants.

Pasadena: Follow Colorado Boulevard, site of the Tournament of Roses Parade. Pasadena also has a Rose Bowl Museum featuring memorabilia and highlights from past games and parades.

Los Angeles: Route 66 loses its way amidst the hectic freeways and bypasses of this sprawling Southern California metropolis. The old route would take travelers into downtown L.A.; bypasses around the city, through Hollywood or Culver City, will get you to the ocean faster. Gaze up from Santa Monica Boulevard at the famous HOLLYWOOD sign on the side of the hill. And don't forget the studio tours, and Beverly Hills with its Rodeo Drive glitz-a-rama shopping district.

Santa Monica: The end of the line. The real Route 66 stops here at Ocean Avenue, right on the Pacific. Park and take a walk on the beach, or just sit in your car and daydream about old Route 66.

SANTA MONICA

Dixie Trucker's Home, McLean, Ill. — of the Route 66 Hall of F

Pontiac: Old Log Cabin Inn – another local legend – faces the road (having been spun around by the highway department when Route 66 was re-routed and would have gone around the Inn's back).

Funks Grove: Home to some of the best old-fashioned maple syrup in the country -- you can even take a tour of the sticky factory.

McLean: The Dixie Truckers Home is a landmark in its own right -- it dates back to the first years of Route 66. Today, it also

me

Meramec Caverns. The caverns opened in 1935, and quickly became as famous for the romoter, Lester Dill (the P.T. Barnum of the midwest), as they ere for being the alleged hole-in-the-ground hideout of the sse James Gang. They've changed very little over the years – l still remain a true-mid-century roadside classic. Kids (and arents) will also enjoy the Antique Toy Museum in Stanton as vell.

uba: A wonderfully preserved vintage motel, the Wagon Wheel, s the perfect overnighter for nostalgia buffs. Complete the xperience with dinner at the Route 66 Cafe and drinks at the oute 66 Lounge.

not guilty o
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KANSAS

Route 66 th
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To See:

Galena: The
collection, th
exhibits on

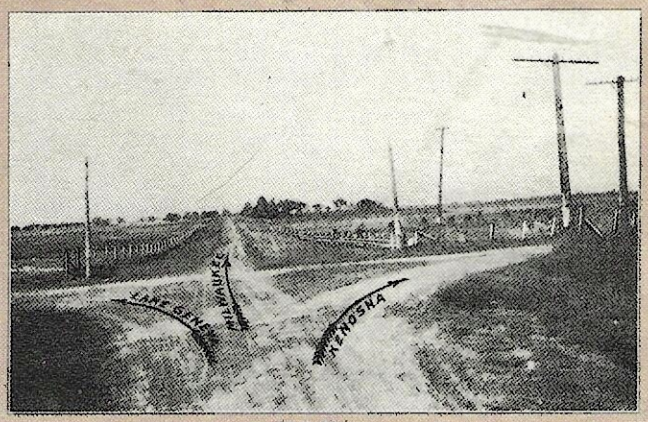
Mapping The Roads Through Time

Down Memory Lane . . .
Before it was Route 66

The colorful and generally little-recognized history of the evolution of the modern road map paralleled the development of the modern highway system and the automobile industry. In a significant way it helped to spark highway construction and the popularity of the automobile. Many towns built improved roads just so they could get on the map and attract business. The revolutionary concept of numbering highways preceded the original designation of Route 66 by only a decade. The idea came in a memo from a map draftsman in 1916 and showed up first on a road map of Illinois published in the spring of 1917. It stands out as a simple concept that was to help revolutionize American society. Here are some other highlights along the checkered path of a phenomenon of up-to-date and inexpensive road maps that is still largely unknown elsewhere in the world.

CHICAGO TO MILWAUKEE

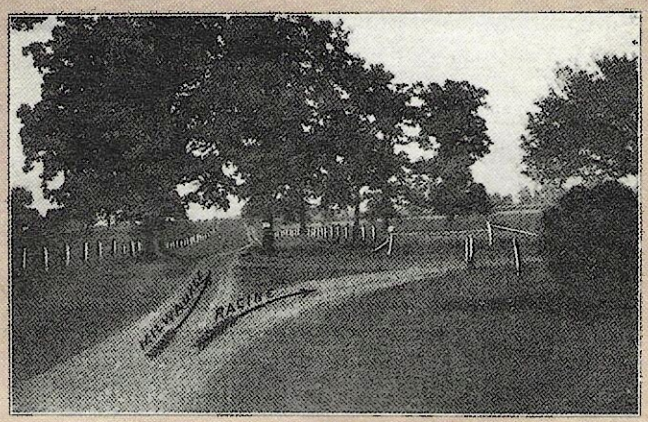
No. 18



61.6 Miles

Here right-hand road leads to Kenosha. Left-hand road to Lake Geneva. Continue straight ahead for Milwaukee for 6.4 miles.

No. 19



68.0 Miles

Here keep straight ahead for Milwaukee to end of road five-tenths of a mile. Right-hand road leads to Racine.

s victim.)

gh Kansas is short and sweet – a half-loop that outheast corner of the state at Joplin, Missouri into Vinita, Oklahoma a mere 13.2 miles later.

ining town of Galena is home to a fascinating little Galena Mining and Historical Museum, featuring nsas mining and miners.

new eateries that offer a he ambience. Return to OK 66

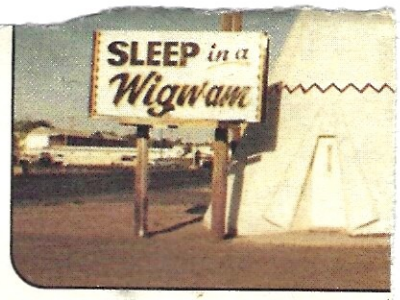
Chandler: The motor hotels you'd be hard pressed to f accommodations than th

Arcadia: One of the high Round Barn, is now bein Brownie camera at the p parents slow down to si wooden shack.

Oklahoma City: One secti to take its travelers into the

of Route 66 are the real thing, and nd more authentic roadside se of the Lincoln Motel, built in 1939. way's most famous landmarks, the g restored. Every kid who aimed a assing sites of Route 66 had their ap a photo of this mammoth circular

on of Route 66 veered off the course state capital, and you can still follow



Sleep in a Wigwam at the Wigwam Vi Holbrook, Ariz.

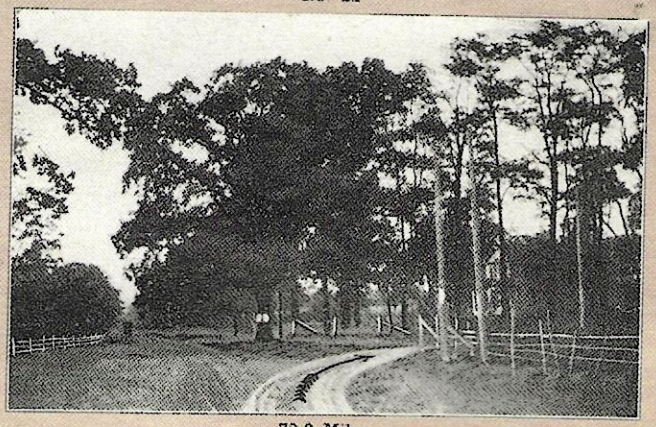
CHICAGO TO MILWAUKEE

No. 20.

68.5 Miles

Turn left (west) and keep straight ahead to Kilbourn Road, 3.8 miles.

No. 21



72.3 Miles

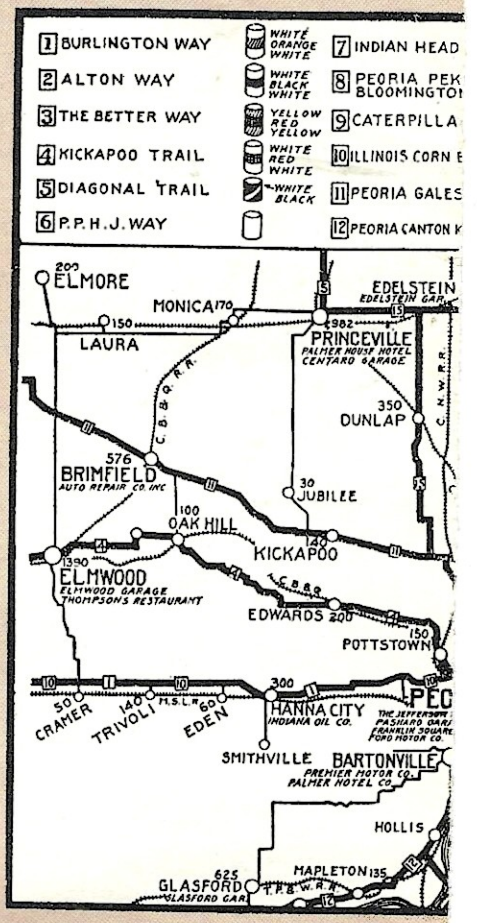
Turn right (north) on Kilbourn Road and continue straight ahead paying no attention to cross roads for 22.4 miles to Forest Home Avenue, Milwau

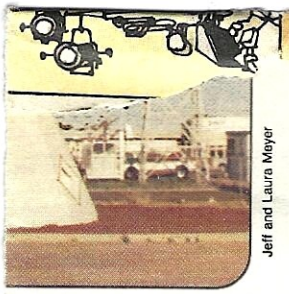
"Let me call yo Sweetheart . . ." C

Before there were road ma photo-auto guides with pict landmarks. Legend has it th first Rand McNally guide in Andrew McNally II and his honeymoon trip from Chica Bulky, expensive and impra date, the photo-auto guides short-lived.

u LICK!

os, there were ures to show at photos for this 1909 were shot by new bride on their go to Milwaukee. ctical to keep up to popularity was





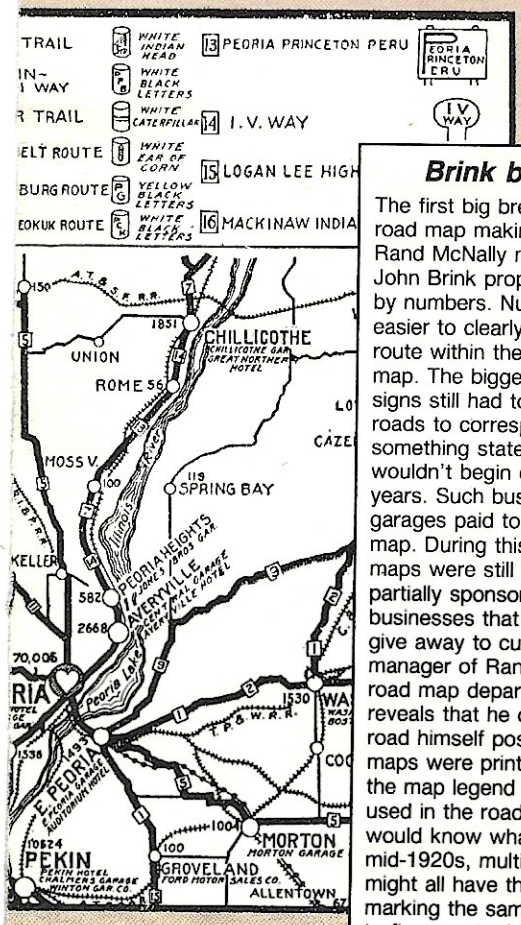
Jeff and Laura Meyer

llage Motel in

...through, Fla... ...self. Travelers will find a co...mplete set ...old and new motels, trading posts, gun shops, din...ers and all the other accoutrements that make it a prime Arizon...a Route 66 stop-over. The city also features several fine museu...ms and has enough culture to satisfy the symphony- or theate...r-starved traveler who has gone too long between shows.

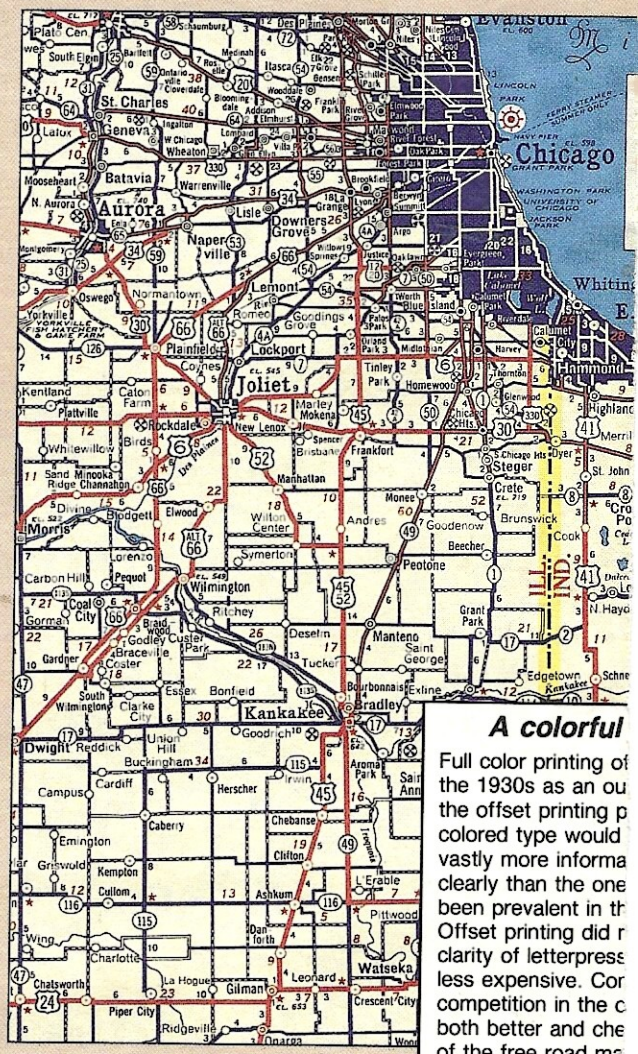
Williams: Neon galore in this one-horse town (but m...ulti-hotel and diner) with an iron horse attraction. Williams recently ...restored its Grand Canyon Railway system of antique steam trai...ns that take travelers to the south rim of the Grand Canyon and ...back. The train trip takes about twice as long as a road trip t...o the canyon, but entertainment and food is provided en route, an...d it's an

The final leg of Route 66's cross-state jaunt, California offers a last, long push through the Mojave Desert and several mountain ranges to the Pacific Ocean. During the Depression, when dust-bowl-ruined farmers headed west with false dreams of fruit bow riches, Route 66 in California often resembled an armed highway, with unpleasant gangs of locals patrolling the road, putting up roadblocks to turn away the steady stream of dirt-poor midwesterners crossing the border from Arizona. Route 66 has maintained its name through much of the state.



Brink breaks through!

The first big breakthrough in automobile road map making came in 1917 when a Rand McNally map draftsman named John Brink proposed identifying roads by numbers. Numbers made it far easier to clearly mark the course of a route within the crowded confines of a map. The biggest problem was that signs still had to be posted along the roads to correspond with the maps, something state highway departments wouldn't begin doing for another eight years. Such businesses as hotels and garages paid to get their names on the map. During this period, most road maps were still sold at retail but were partially sponsored by traveler-oriented businesses that would also get maps to give away to customers. Brink became manager of Rand McNally's first formal road map department and his diary reveals that he often spent days on the road himself posting signs. Because the maps were printed in one or two colors, the map legend had to label the color used in the road signs so the motorist would know what to look for. By the mid-1920s, multiple map companies might all have their different signs marking the same road. Motorists had to figure out which sign went with whatever map they might be using. Motorists and map makers alike could see the need for a better way and campaigned for official federal and state numbering systems.


Chicago
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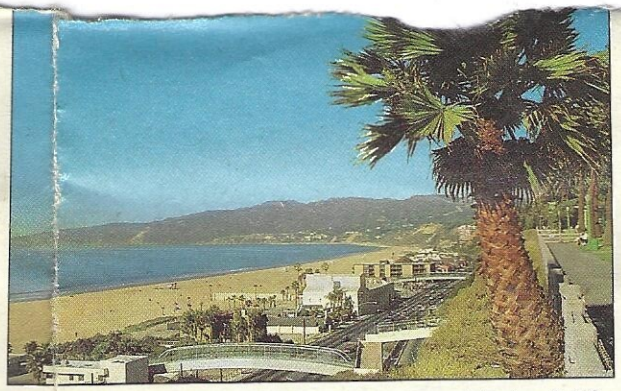
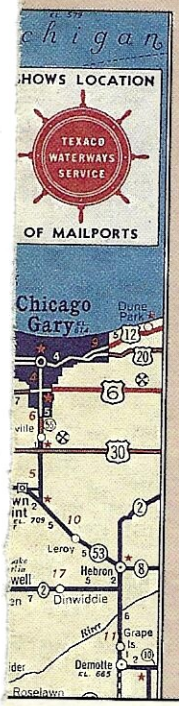
Naperville
Joliet
Lockport
Plainfield
Romeoville
Lemont
Downers Grove
Oswego
Yorkville
Kendall
Plattville
Rockdale
New Lenox
Frankfort
Manhattan
Wilton Center
Morris
Dwight
Wilmington
Kankakee
Bradley
Bourbonnais
Peotone
Beecher
Crete
Monee
Steger
Dyer
Hammond
Whiting
Highland
Merrillville
St. John
Schererville
Munster
Griffith
Lansing
Calumet City
Harvey
Tinley Park
Homewood
Glenwood
Chicago Hts
Park Forest
Brunswick
Goodenow
Andres
Manteno
Saint George
Edgetown
Kenlake
Grant Park
Braidwood
Godley
Custer Park
Gardner
Coal City
Gorman
Carbon Hill
Pequot
Ritchey
Deselm
Tucker
Bonfield
Essex
South Wilmington
Clarke City
Union Hill
Goodrich
Reddick
Buckingham
Cardiff
Campus
Herscher
Irwin
Aroma Park
Caberry
Chebanse
Clifton
Emington
Gridley
Kempton
Cullom
Ashkum
L. Erable
Pittwood
Wing
Charlotte
Dan Forth
Leonard
Watseka
Chatsworth
La Hogue
Gilman
Piper City
Ridgeville
Crescent City
Onarga
Sand Mineooka Ridge
Channahon
Whitewillow
Birds
Divine
Elwood
Symerton
Lorenzo
Braceville
Coaler
Clarke City
Bracewell
Cullom
Wing
Watseka
Kentland
Goodings Grove
Romeo
Naperville
Batavia
Geneva
St. Charles
Wheaton
Warrenville
Lisle
Oak Park
Brookfield
Riverside
Calumet Park
Blue Island
Evergreen Park
Beverly Hills
Mount Greenwood
Chicago Lawn
Midlothian
Worth
Palos Park
Orland Park
Tinley Park
Lake Calumet
Whiting
Hammond

…in appearances at movie premieres. The California Theater was also the site of Will Rogers' last public appearance, at a benefit he hosted barely two months before his deadly plane crash in Alaska. The recently restored and reopened Wigwam Village motel (similar to the one in Holbrook, Arizona) is a true Route 66 throwback to the days when tee-pee motels were all the rage.

Rancho Cucamonga: Gas stations from the 1920s and diners from the 1930s and 1940s make this a good-old town for those wanting a last taste of the true Route 66 spirit before driving into the Southern California lifestyle that awaits to the west.



The end of the road — Pacific Palisades, Santa Monica, Calif.

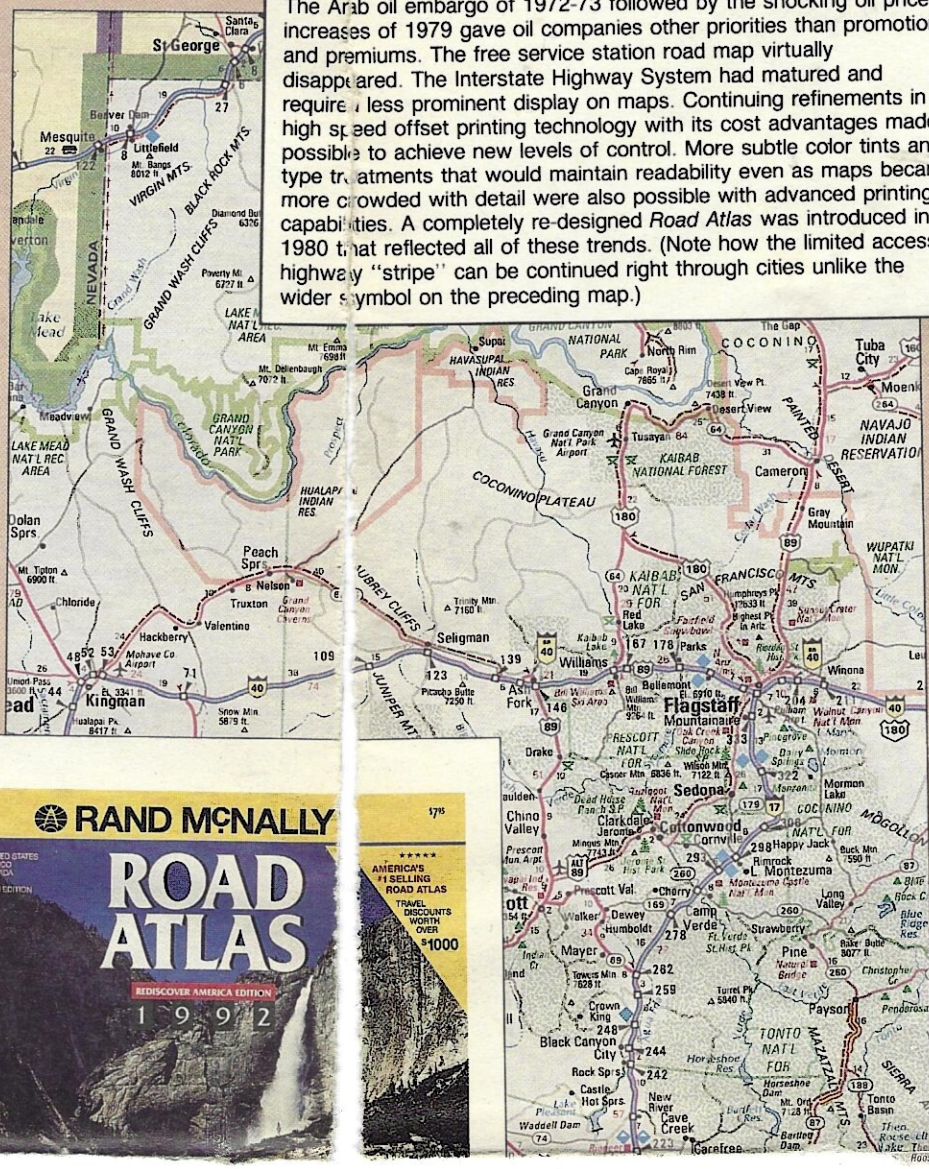


new era

road maps was introduced in tgrowth of improvements in rocess. Color tints and make it possible to show tion on road maps much more - or two-color maps that had e growing road map industry. ot yet have the precision and printing, but it was faster and ning at a time of intensifying il industry, maps that were aper finally ushered in the era p premium as a ubiquitous an phenomenon. During the virtually disappeared as a retail dvantages of maps in book nake the *Road Atlas* a popular mpany and state highway

"Tha. . .Tha. . .That's oil folks!"

The Arab oil embargo of 1972-73 followed by the shocking oil price increases of 1979 gave oil companies other priorities than promotions and premiums. The free service station road map virtually disappeared. The Interstate Highway System had matured and required less prominent display on maps. Continuing refinements in high speed offset printing technology with its cost advantages made it possible to achieve new levels of control. More subtle color tints and type treatments that would maintain readability even as maps became more crowded with detail were also possible with advanced printing capabilities. A completely re-designed *Road Atlas* was introduced in 1980 that reflected all of these trends. (Note how the limited access highway "stripe" can be continued right through cities unlike the wider symbol on the preceding map.)

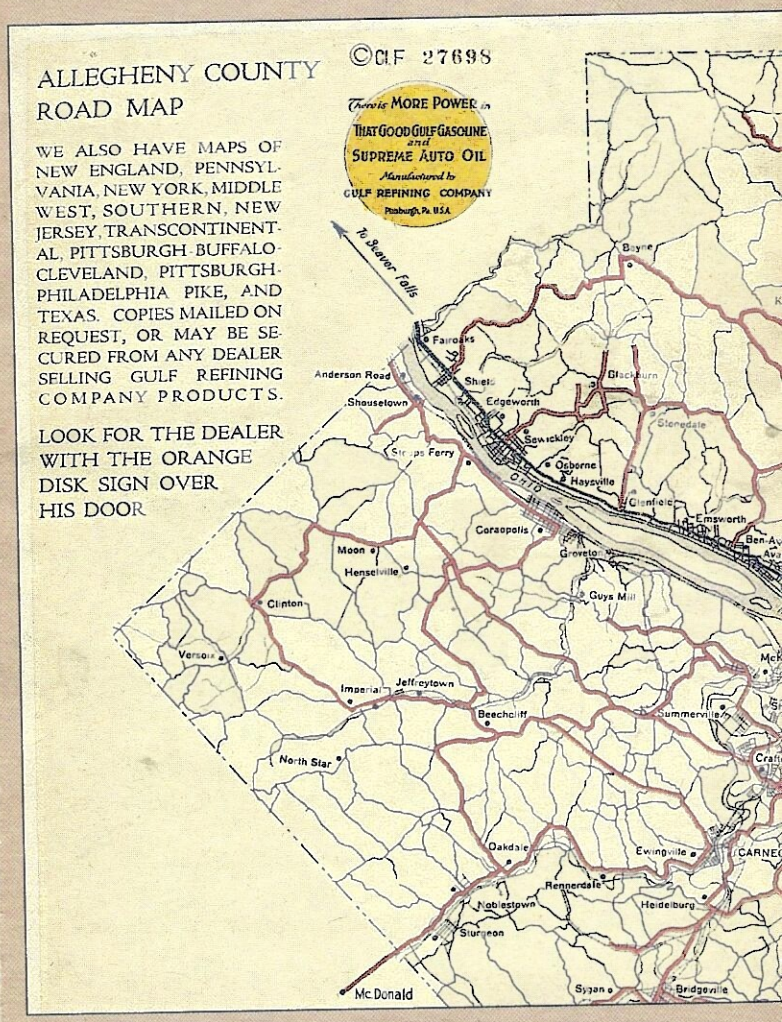


My Old Kentucky Home is on a back road

When the proposed federal highway numbering system was first published on November 10, 1925– by the Department of Agriculture! -- Kentucky Governor W. J. Fields said his state would not participate and would block signing of roads in Kentucky. The governor objected that the route known as The Midland Trail leading from Washington, D.C., to San Francisco through Kentucky has been divided "into several sections each bearing a different number, thereby obliterating said trail as a transcontinental highway." The even more famous Dixie Highway from Michigan to Florida, also important to Kentucky's economy, was similarly broken up. Kentucky alone among states east of the Mississippi was left with no national routes, either north-south or east-west, according to Congressman A. B. Rouse.

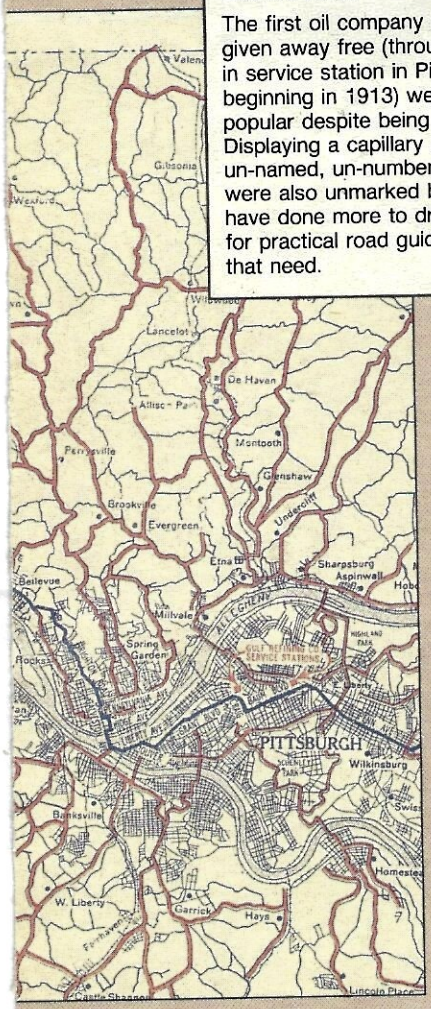
I'll get my kicks on route . . . 62?

Instead of "I'll get my kicks on Route 66" the song might have been "I'll be so blue on Route 62." What was originally supposed to be Route 60 from Chicago to Los Angeles was changed to Route 62 in early 1926. Part of the federal plan was that numbers ending in a zero would indicate "first class" east-west routes. In order to satisfy Kentucky's complaint that it was denied any major routes on the federal government's first published list of U.S. highways, "60" was assigned to a route that traversed that state. In April of 1926, the states concerned with the Chicago-Los Angeles route– after bitter protests and still chagrinned by the loss of the coveted "60" designation -- finally agreed on 66 as preferable to 62.



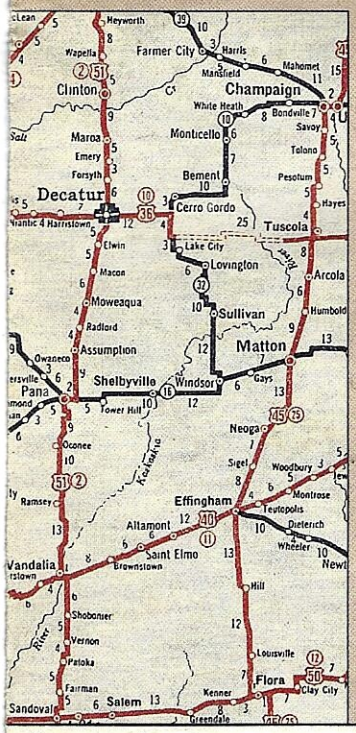
"Turn left at the next black line"

The first oil company road maps to be given away free (through the first drive-in service station in Pittsburgh beginning in 1913) were immensely popular despite being hard to follow. Displaying a capillary system of un-named, un-numbered roads that were also unmarked by signs, they may have done more to dramatize the NEED for practical road guides than to meet that need.



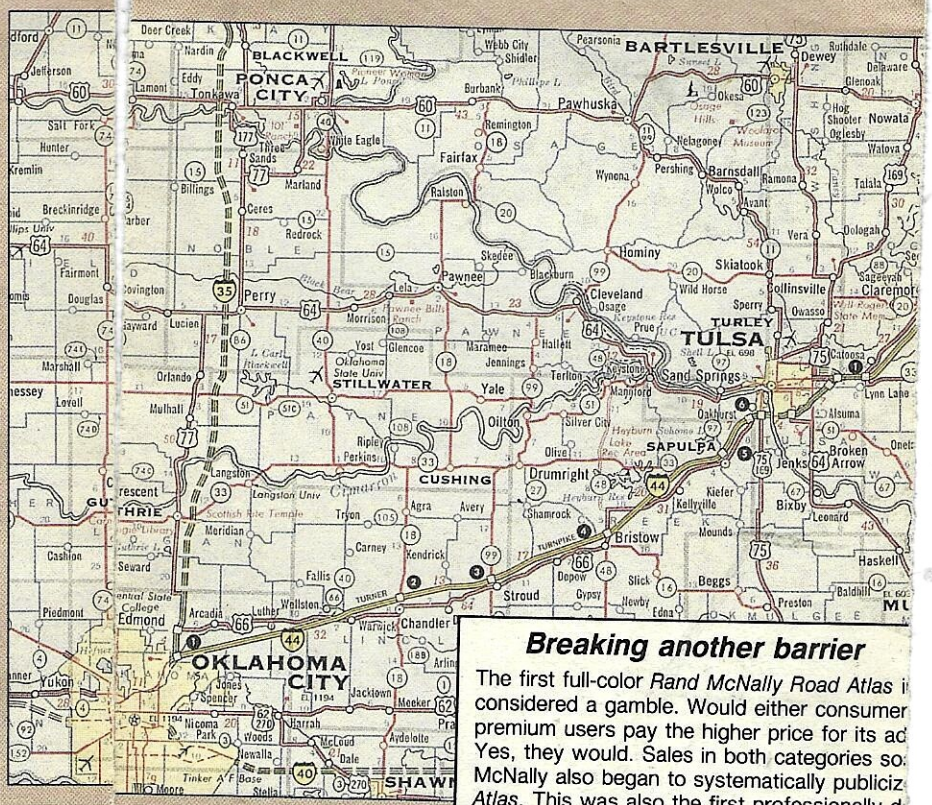
Motorists ge

By 1924 Rand McNally complete set of U. S. a road signing was carrie alliances with motor clu was a natural next step the *Rand McNally Road Rand McNally Auto Clu* for what was destined annually-updated travel became the first states numbering systems foll designation of an offici routes late the same ye supporters of Route 66 compromise (see accor *Atlas* was, of course, t routes were shown in had already been offici map to show mileages



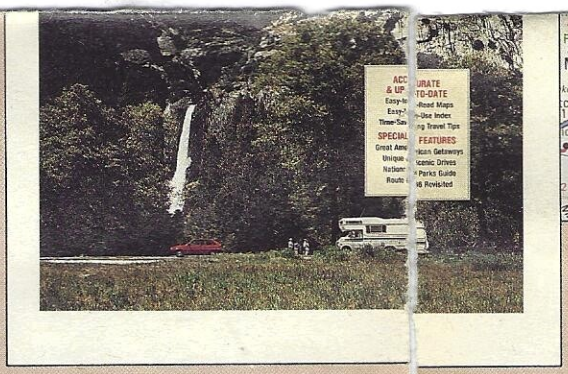
t 2 new chums

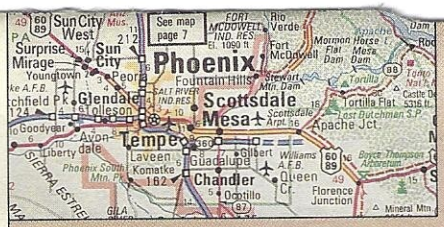
had signed the roads and produced a
nd Canadian maps with numbered routes. The
d out through its own employees and through
bs and others. With a complete set of maps, it
to combine them in the first annual edition of
Atlas. The title the first year or two was the
um. But that title was insufficiently authoritative
to quickly become America's most popular,
guide. By 1925, Wisconsin and Michigan
to adopt official, intra-state highway
owed by the federal government's first
al U.S. Highway numbering system for through
ear. By April 29 the following year, the
agreed to accept that number as a
mpanying story). The 1927 *Rand McNally Road*
he first to show U.S. Route 66. Note that state
circles while the familiar federal highway shield
ally adopted. Now there was also room on the
for road segments along the route.

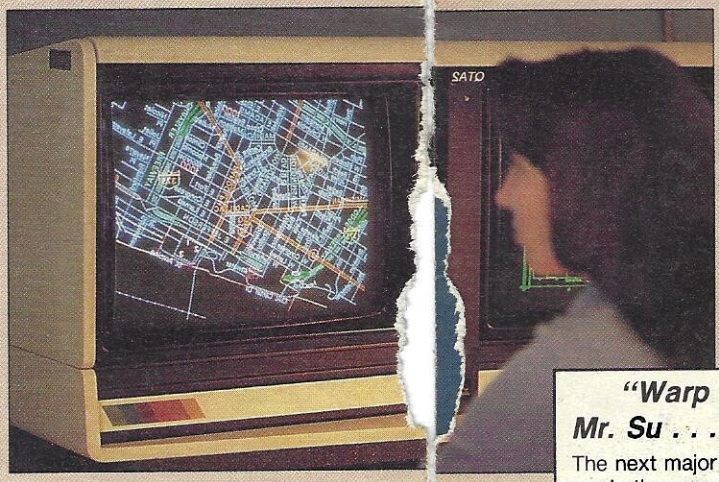


Breaking another barrier

The first full-color *Rand McNally Road Atlas* i
considered a gamble. Would either consumer
premium users pay the higher price for its ad
Yes, they would. Sales in both categories so
McNally also began to systematically publiciz
Atlas. This was also the first professionally d
atlas. Cartographers, who often had little or
design training, had traditionally done their be
maps readable. Now the professional designe
trained attention to judicious use of color tint
symbols, type sizes and line weights meshed
research cartographer's geographic knowled
interpretation of detail. The result was more
made easier to use. Modern American road
average more detail per square inch than per
kind of map. The triple line symbol developed
McNally to distinguish the newly-burgeoning
Highway System is still widely used on many
not in today's *Road Atlas*.







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The next major breakthrough in road map and road atlas progress is completely computer-generated publications. The transition now being made to truly sophisticated digital cartography is a massively complex process. But the end result will be a greater variety of road map products for consumers, faster revision and updating, and greater speed and flexibility in altering map designs to meet changing conditions.

Travel Route 66 and .....

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- Take an antique steam-engine train to the Grand Canyon
- Feed the wild burros in front of Gable and Lombard's honeymoon haven

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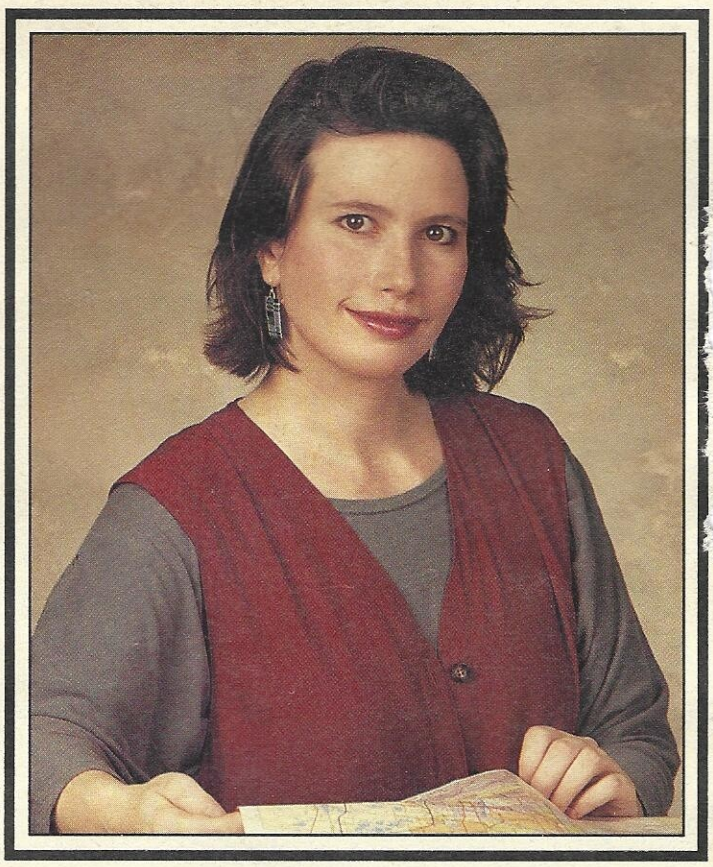

Laura Bergheim

Nobody knows the back roads, scenic routes and unusual points of interest in America like Laura Bergheim, who annually combs the nation's byways in search of hidden treasures for the traveler. Author of several books and hostess of a nationally-syndicated radio travel tips program, Laura is contributing editor and the points-of-interest/special events expert for the annually-updated *Rand McNally Road Atlas.* This year her travels took her back in time as she re-visited the course of America's most famous highway -- Route 66. Just like Todd and Buzz of the popular *Route 66* television series, Laura traveled from Chicago to Los Angeles, seeing the sites and meeting the people who built their lives along the route. The sites she saw and the nostalgia she uncovered along the way are featured in this map and the 1992 *Rand McNally Road Atlas.*

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